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COFFIN

THE AMERICA'S CUP

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THE LAST APPENDIX TO "YANKEE DOODLE."

(London Punch, September, 1851.)

Yankee Doodle sent to Town
His goods for exhibition ;
Everybody ran him down,
And laughed at his position :
They thought him all the world behind ;
A goney, muff or noodle ;
Laugh on, good people—never mind—
Says quiet Yankee Doodle.

CHORUS.—Yankee Doodle, &c.

Yankee Doodle had a craft,
A rather tidy clipper,
And he challenged, while they laughed,
The Britishers to whip her.
Their whole yacht squadron she outsped,
And that on their own water ;
Of all the lot she went ahead,
And they came nowhere arter.

CHORUS.—Yankee Doodle, &c.

* * * * *

A steamer of the Collins line,
A Yankee Doodle's notion,
Has also quickest cut the brine
Across the Atlantic Ocean.
And British agents, noways slow
Her merits to discover,
Have been and bought her—just to tow,
The Cunard packets over.

CHORUS.—Yankee Doodle, &c.

* * * * *



LOOK OUT FOR SQUALLS.

AMERICAN YOUTH — "I guess, Master Johnny, if you don't look sharp, I'll show you how to make a seventy-four next!"

From *London Punch*, September, 1851.

THE
AMERICA'S CUP

*HOW IT WAS WON BY THE YACHT AMERICA
IN 1851 AND HAS BEEN SINCE
DEFENDED*

BY

CAPTAIN ROLAND F. COFFIN

*Author of "Old Sailors' Yarns," "Archibald the Cat," "How Old
Wiggins Wore Ship," Etc., Etc*

NEW YORK
CHARLES SCRIBNER'S SONS

1885

GV
829
.C67

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P R E F A C E .

HAVING been present at all of the races for the *America's* Cup, with the exception of the first one at Cowes, and having witnessed nearly all of the important yachting contests in this country for the past twenty years, which my previous twenty-five years of "tall water sailing," as a sailor would say, enabled me to thoroughly enjoy and appreciate, I thought that perhaps I, to a greater degree than some others, was most competent to give, not only to the yachting public, but to the public generally, a detailed and correct history of the *America's* Cup, and of the contests for it up to the present time.

By the courtesy of Mr. Charles A. Minton, the secretary of the New York Yacht Club, and of Mr. Neils Olsen, its steward, I have been enabled to quote largely from the official documents in the possession of the club, and have preferred doing this, as it will give my readers a better idea of the actual facts in connection with the negotiations for the previous contests than anything which I might be able to write.

From the great mass of material in my possession, I have culled a number of extracts from the newspapers, illustrative of public opinion ; but in all cases I have been careful to quote only those writers known to be well competent to express a sound opinion upon all

matters relating to yachts and yachting. The accounts of the races I have written from my own recollections of them, aided by the official figures. I think I may, with modesty, say that the account of the *Cambria* race, in 1870, which I have rewritten fifteen years after its occurrence, is not only better than the account I wrote on the evening after the race, but I believe it to be more accurate than any account published at the time.

I have written this with the intention of making it a book of reference, not only during the pending contests, but in all the future contests, of which I expect to see not a few in this country before I realize the prime object of my present ambition, which is to retire to Nantucket, and become the happy owner of a twenty-foot cat-boat, the fastest in the harbor.

ROLAND F. COFFIN.

July 20, 1885.

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* * Acknowledgments are due to Messrs. Gubelman and Charles Miller, of New York, and N. L. Stebbins, of Boston, for the use of photographs.

* * Plates 2, 4, 5, 6, 7, 8, 9, 10 are reproductions of the outline drawings which appeared in "American Yachts, their Club and Races," by J. D. Jerrold Kelly (Lieutenant U. S. Navy), the volume designed to accompany and explain the Portfolio of Water Color Sketches of American Yachts, by Frederick S. Cozzens.

Plates 11, 12, 13, 14 are from drawings by Frederick S. Cozzens.

* * The America's Cup is of solid silver, ewer-shaped, and elaborately ornamented. It stands full two feet high and weighs at least one hundred ounces. Around its broadest part are medallions, variously inscribed. The first inscription is as follows: "One hundred guinea Cup, won August 22, 1851, at Cowes, England, by yacht 'America,' at the Royal Yacht Squadron regatta, open to all nations, beating," and then follows the names of all the vessels which started in the race of 1851. On the next medallion is engraved "Schooner 'America,' 170 tons, Commodore John C. Stevens; built by George Steers, New York, 1851." On the other spaces are inscriptions recording the results of the races with the schooners "Cambria," "Livonia," and "Countess of Dufferin," and the sloop "Atalanta."

The “America’s” Cup.

CHAPTER I.

HOW THE “AMERICA” WON THE CUP.

American Pilot-boats—The yacht *America*, her builders, owners, officers and crew—Her race for the “Cup” in 1851—Description of the race by George R. Schuyler, Esq.—Reminiscences of Henry Steers, Esq.—Effect of defeat on English yacht building and sailing—Rumors of the coming *Cambria*.

WHEN in the year 1851 “The World’s Fair” was opened in London, for the exhibition of the products of the skill of all the nations of the earth, it occurred to some gentlemen of New York to send over to England a “specimen” of our “fore and aft” rigged vessels. At that time the New York pilot-boats, schooners of great depth and moderate beam, ranked as the fastest and best of our fleet of moderate-sized sailing-craft. Our pleasure fleet of those days was composed of a few vessels, principally sloops of the “centre-board” type; and although the New York Yacht Club had been organized not many years before comparatively little attention was paid to yachting in America.

The most celebrated pilot-boat at the time of which I am writing was the *Mary Taylor*, built by Mr. George Steers, upon a new principle of construction discovered

by him, the result of the experience of a lifetime devoted to the science of ship building. Previous to this discovery it had been held that the centre of displacement should be forward of the beam ; Mr. Steers maintained that the best sailing qualities of a vessel could be developed only by the uniform displacement of the water along her lines. When the *Mary Taylor* was on the stocks her builders confidently predicted that she would outsail any vessel of her size in the harbor of New York. On the other hand, the critics, who were just as numerous and as apt to be mistaken then as they are now, confidently predicted a failure. They were promptly silenced and put to confusion of face by the performances of George Steers' wonderful pilot-boat. He also built the *Una*, a sloop yacht very fast in her day. Naturally, therefore, Steers was selected as the proper person to design and construct the specimen of Yankee skill in build and rig that it was desired to send across the Atlantic for exhibition if not under the palace of glass in Hyde Park, at any rate within the view of all sea-going England.

Mr. Steers was not a copyist, nor an imitator of others' work. He may be said to have inherited a genius for designing vessels from his father, who was celebrated as a shipwright in his day and generation.

The elder Steers was an Englishman who had learned the art of ship-building at Dartmouth, where he served a regular apprenticeship of seven years, working his way up first as journeyman and finally as master-mechanic, coming into the business—as a sailor might say—through the hawse-hole and not through the cabin window.

He came to this country in 1819, and entered the

employ of the Government at the Navy-yard in Washington ; in 1823 he moved to New York upon the invitation of capitalists who were engaged in building the first dry docks ever constructed in America. In 1827 his services were called into requisition by a company of visionary people who believed that great treasures could be recovered from the wreck of the old frigate *Hussar*, which had been sunk years before in the East River. \$20,000,000 was the least amount she was supposed to contain, and Steers was to have one-eighth of all the money that was recovered. It is needless to remark that he never received any profit from this venture except his stipulated salary. I mention this incident simply to show that he was looked upon as a man of great mechanical invention and fertility of genius. His next employment was the construction of a semaphoric telegraph between this city and Sandy Hook, which was in continual service until superseded by the electric telegraph.

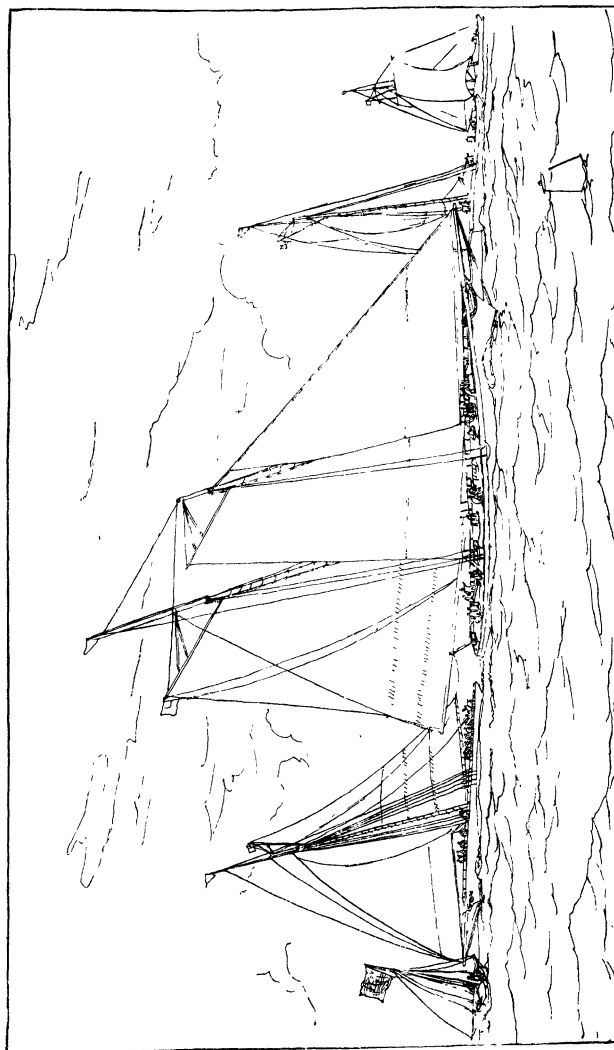
Of this gentleman's thirteen children four of the boys, James R., Henry T., George and Philip, learned their father's trade and inherited his genius for ship building. George, the designer and builder of the *America*, was born in Washington, D. C., in July, 1820, but came to this city when five years old and may be said to have been weaned in a ship-yard. Before he was fifteen years old, he built for himself a sail-boat in which he sailed alone, winning a race and a prize offered by Commodore Stevens, who witnessed the performance of his craft. Having served his term with the old firm of Smith & Dimond, whose yard was somewhere near the foot of East Fourth Street, in 1845, a master of the business in all its details, he entered into a partnership with a Mr.

Hathorne, under the firm name of Hathorne & Steers. They had a yard in Williamsburgh and built many "fore and aft vessels" and small steam-boats. In 1849 this firm was dissolved, and George went into partnership with his brothers, the firm being J. R. & G. Steers, and almost the first important work done by them was the building of the yacht *America* from George Steers' designs and model.

Mr. Steers also designed the pilot boat *George Steers*, and the sloop yacht *Julia*, which seldom lost a race. She is now the schooner *Nirvana*. Two years ago her owner, Mr. Edward M. Brown, then Rear Commodore of the New York Club, had the *Julia's* old rig restored as nearly as possible, but she was no match for the sloops of the present day; showing that despite the croakers we have made some improvement in modelling. The *Julia*, however, in her day was a marvel and a wonder. The most important vessels built by Mr. Steers' firm were the U. S. Frigate *Niagara*—she was afterward engaged with H. M. S. *Agamemnon* in laying the first Atlantic cable. The Collins Line *Adriatic*, the fastest trans-Atlantic steamer of her day, was also constructed by the Steers brothers.

In September, 1856, five years after the *America* had achieved the successes which have rendered her famous all the world over, Mr. George Steers was thrown from his carriage and was so badly injured that he died a few hours after being carried to his home.

When the *America* crossed to Havre, she was rigged as a pilot-boat or as pilot-boats used to be rigged in those days, for she had neither foretop-mast nor jib-boom. Mr. Steers and his brother James, the head of the firm, went over in the yacht. "Old Dick Brown," who died re-



MARIA.
AMERICA.
RAY.

EARLY AMERICAN RACERS.

cently at his home in Brooklyn, was her sailing-master, and "Nelse" Comstock, who was captain of the *Columbia* when she sailed with the *Livonia* in 1873 for the Cup was her mate ; and she carried a crew of six men.

Mr. George R. Schuyler, the only one of the then owners of the *America* now living, gives the following interesting account of the reasons which prompted the construction of this most celebrated of all yachts, of her voyage across the Atlantic, and her race for the Cup which bears her name :

"The great exhibition, or World's Fair, as it was called, to be held in England in 1851, the first of those international exhibitions, created very great interest throughout Europe and America, and much correspondence took place in regard to contributions from the United States. A letter was shown to Commodore Stevens and myself, in which mention was made of the great reputation of the New York pilot-boats, the rumors of extraordinary performances of the cutter-yacht *Maria*, and suggesting that, as there would be an unusual collection of yachts at Cowes, the New York Yacht Club (then in its sixth year) should send out a representative yacht to sail in an 'international match.' "

"I will not trespass on the patience of your readers by giving any account of the circumstances attending the building of the yacht *America*, her private trials and defeats by the *Maria*, and other details which might perhaps be of interest to yacht antiquarians, but call attention directly to the fact that the *America* went to England for the purpose of sailing a match if one could be made on satisfactory terms after her arrival ; and that at the time her keel was laid (I speak for myself positively, and with great confidence for my associates) we

did not even know that a Cup, to be sailed for at Cowes, open to all nations, had been offered by the Royal Yacht Squadron."

"A letter from the Commodore of the Royal Yacht Squadron to Mr. Stevens, received in March, 1851, a few weeks before the *America* was launched, offers the hospitalities of the club to those members of the New York Yacht Club and their friends who, he hears, are building a schooner 'which it is their intention to bring over to England this summer.' No allusion is made to the Cup race in this letter, nor is there any in Commodore Stevens' reply."

"When, precisely, we knew that such a regatta was open to us, I cannot now say—nor is it material; for whether we entered for it or not was to us entirely a secondary consideration, depending upon the result of our contemplated match. And here I wish to say, once for all, that in hospitality, kindness, and social attentions of all sorts, nothing could excel the treatment Commodore Stevens and his friends experienced at the hands of their English fellow-yachtsmen and others, including the official services of the Admiral of the station at Portsmouth, an order from Lord Palmerston to admit the *America* in all their ports on the same footing as English yachts, and in many other ways."

"But when it came to sporting matters it was a very different affair. The *America* was sent out under easy sail to Havre, arrived there in good order, and was there put in racing trim. George Steers, her constructor, accompanied her, and there made some alterations in her stem, which had been decided upon before she left New York. When ready she left Havre for Cowes. Owing to a very dark night, with thick fog, the *America* came to

anchor some five or six miles from Cowes. At nine o'clock the following morning a breeze sprang up, and the cutter *Laverock* ran down from Cowes and insisted (I can use no better expression) by tacking round and lying to, to try the *America's* qualities then and there."

"Commodore Stevens finally concluded to gratify the *Laverock*, and in a few moments, as graphically described by himself, 'the *America* worked quickly and surely ahead and to windward of her wake. As a consequence, not many hours after anchoring at Cowes it was well understood, from the known capacity of the *Laverock*, that certainly no schooner, and probably no cutter of the Royal Yacht Squadron, could beat the Yankee in sailing to windward in a moderate breeze.'"

"After a pleasant interchange of hospitalities and visits Commodore Stevens proceeded to business. At first an offer was made to sail a match against any schooner—then growing bolder, against either schooner or cutter. To these proposals no response was made. After a few days it was intimated to Commodore Stevens that if a sufficient amount would be staked to make it an object, what he desired could be brought about; whereupon our Commodore, with his usual promptness and regardless of the pockets of his associates, had posted in the club-house at Cowes a challenge to sail the *America* in a match against any British vessel whatever for any sum from one to ten thousand guineas, merely stipulating there should be not less than a six-knot breeze."

"This challenge was left open until the 17th of August, but no acceptance or reply to it was received."

"The late Robert Stephenson came forward and offered to match his schooner *Titania* (100 tons) for

£100, to sail twenty miles to windward and back ; but though this offer was at once accepted (the match was sailed on the 28th of August in heavy weather and the *Titania* beaten nearly an hour) still this by no means covered the ground for which Mr. Stevens was contending."

"The schooner *Titania* had no claim to be selected as a champion yacht of the Royal Yacht Squadron, and in winning a match against her, no proof was thereby afforded of the *America's* superiority to all others. We maintained that having crossed the Atlantic to sail a 'national match,' they were bound to give us a trial with a selected vessel, that the relative proficiency of the two countries in yachting might be publicly shown. All that could be obtained was a reference to the regatta of the 22d of August, in which the *America* had a right to enter if her owners thought proper to run the hazard of such an uncertain test."

"At this stage of the affair the question arose as to the proper course to be pursued by the owners of the *America*, and after due deliberation it was at once determined to send the yacht immediately back to the United States."

"As an illustration of the feeling in England in regard to this refusal of the yacht clubs to sail a match with the *America*, and as the press is generally a true reflection of public sentiment, I give some extracts from the correspondent of the *London Times* at Cowes, August 16, 1851:"

"Most of us have seen the agitation which the appearance of a sparrow-hawk in the horizon creates among a flock of wood-pigeons or skylarks, when unsuspecting all danger and engaged in airy flights or play-

ing about over the fallows, they all at once come down to the ground and are rendered almost motionless for fear of the disagreeable visitor. Although the gentlemen whose business is on the waters of the Solent are neither wood-pigeons nor skylarks and although the *America* is not a sparrow-hawk, the effect produced by her apparition off West Cowes among yachtsmen seems to have been completely paralyzing. I use the word "seems," because it cannot be imagined that some of those that took such pride in the position of England as not only being at the head of the whole race of aquatic sportsmen, but as furnishing almost the only men who sought pleasure and health upon the ocean, will allow the illustrious stranger to return with the proud boast to the New World that she had flung down the gauntlet to England, Ireland and Scotland, and that not one had been found to take it up. If she were victorious after a gallant contest, all that could be said was that the American builders had put together a lighter, swifter and better made mass of wood and iron than any the English builders had matched against her. No one could affirm there was the least disgrace attached to us from the fact. But if she be permitted to sail back to New York with her challenge unaccepted, and can nail under it, as it is fastened up on one of her beams, that no one dare touch it, then there will be some question as to the pith and courage of our men, and yachting must sink immeasurably in public estimation, and must also be deprived of the credit which was wont to be attached to it of being a nursery for bringing up our national naval spirit to a respectable and well-grown maturity. The discomfiture, I repeat, would be nothing if we were beaten after a well-fought field compared to

the discredit of running away or evading a contest with a vaunting, but certainly an honorable enemy.'"

"In the same letter the correspondent criticizes the course over which the *America* sailed. 'The course round the Isle of Wight is notoriously one of the most unfair to strangers that can be selected, and, indeed, does not appear a good race-ground to any one, inasmuch as the current and tides render local knowledge of more value than swift sailing and nautical skill.'"

"And, further, dwelling upon the dissatisfaction of outsiders with yachtsmen for not accepting Mr. Stevens' challenge, he says: 'One boatman made an offer on behalf of his mates to man a crack cutter, if the gentlemen would risk their money, run the Yankee to Cape Clear and back, the worse the weather the better, and to crack on till the masts went to —. The proposition was not acceded to, greatly to the disgust of these naval Curtii.'"

"Urged, however, by outside pressure from Americans, and by the earnest desire of English friends who were dissatisfied with the want of spirit evinced by their yacht clubs, and knowing also that the relative speed of the *America* to English yachts was infinitely greater than it was supposed to be when he left home, Mr. Stevens consented to enter her for the regatta, taking care to announce that unless there was a good breeze he should not start."

"Here are the entries for this regatta. No allowance of time for tonnage; yachts to start at 10 A.M. from Cowes, and sail round the Isle of Wight. No time prescribed for accomplishing the distance, so that the Cup might be won in a tempest or a drift—with entries ranging from 392 to 47 tons:"



THE "AMERICA'S" CUP.

HOW THE "AMERICA" WON THE CUP. 13

NAME.	CLASS.	TONS.	OWNERS.
Beatrice,	Schooner,	161	Sir W. P. Carew.
Volante,	Cutter,	48	Mr. J. L. Cragie.
Arrow,	Cutter,	84	Mr. T. Chamberlayne.
Wyvern,	Schooner,	205	Duke of Marlborough.
Ione,	Schooner,	75	Mr. A. Hill.
Constance,	Schooner,	218	Marquis of Conyngham.
Titania,	Schooner,	100	Mr. R. Stephenson.
Gypsy Queen,	Schooner,	160	Sir H. B. Hoghton.
Alarm,	Cutter,	193	Mr. J. Weld.
Mona,	Cutter,	82	Lord A. Paget.
America,	Schooner,	170	Mr. J. C. Stevens, etc.
Brilliant,	3-mast-schooner,	392	Mr. G. H. Ackers.
Bacchante,	Cutter,	80	Mr. B. H. Jones.
Freak,	Cutter,	60	Mr. W. Curling.
Stella,	Cutter,	65	Mr. R. Frankland.
Eclipse,	Cutter,	50	Mr. H. S. Fearon.
Fernande,	Schooner,	127	Major Martyn.
Aurora,	Cutter,	47	Mr. T. Le Merchant.

"The *Titania*, *Stella* and *Fernande* did not start."

"I do not propose unnecessarily to add to the length of this communication by giving any account of the race, further than to call attention to three points :"

"*First*. That starting at ten o'clock, with a light westerly wind, at about 11.30, after the yachts had turned No Man's Land buoy, and were beating to the westward, the wind freshened to a good six-knot breeze for a short time, at the end of which the *America's* position was two miles to windward of the nearest yacht. The wind then died away, and the yachts beat slowly up under Shanklin Chine with a strong head tide, the *America* still widening the distance. At 3 o'clock the wind freshened again, and when at 5.40 P.M. (the *America* having carried away her jib-boom) rounded the Needles, the *Aurora* (forty-seven tons, the smallest entry) was by the

best English report of the race, about eight miles astern, and the rest of the squadron were not to be seen."

"*Second.* That the wind again becoming light and the tide ahead, the *America* anchored, winner of the Cup, at 8.35 P.M. The *Aurora* at 8.55 P.M."

"Had there been allowance of time for tonnage, the *Aurora*, by Ackers' scale, would have been beaten less than two minutes, although at one time eight miles astern; or had the drifting continued an hour or two longer, it would have given her the Cup—in which case I have no doubt the *America's* superiority, instead of being a national triumph, would have been confined to the knowledge of experts only."

"*Third.* That Mr. Ackers, owner of the *Brilliant*, sent in a protest the next day against awarding the Cup to the *America*, on the ground that she passed on the wrong side of the Nab Light. Fortunately the sailing directions sent to Commodore Stevens gave no instructions on that head, and the complaint was therefore necessarily dismissed."

"At a meeting of the Seawanaka Yacht Club in 1877, Mr. Henry Steers, a nephew of the builder of the *America*, who was on board of the yacht during the race, being then fifteen years old, told the story of the race as follows: 'It was then considered something of an undertaking to go across the Atlantic in a yacht,' he said, 'and we went over with only the small sails of the pilot-boat *Mary Taylor*; nevertheless, we were only seventeen and a half days in making the passage. When we got to Cowes I remember, it was considered very presumptuous on our part to entertain the idea that we could build a boat that could

beat their "out-and-outers," and there was nobody over there that had any idea that we could do it. There were two or three races before ours came off, and we used to get under way with jib and mainsail and go out with the racing yachts, and it was just as certain to us that we could beat them as that the sun would rise. They had no boats then such as they have now ; at present (1877) they are entirely different, and are very fast. We have no boats, with but two or three exceptions, that can sail with the fastest of their yachts ; but *then* it was different."

"Well, some of the gentlemen of our party wanted to make their expenses after coming so far, and they went to one place and another trying to get a little money on the race, but their success was not brilliant. We were rigged pilot-boat fashion, no foretop-mast and no flying jib-boom, and, as we thought we could do better with a flying-jib, we went to Ratsey, at the Isle of Wight, to get him to make the spar, and my uncle bet him the price of that jib-boom that we could beat any boat that he could name, and he named the *Beatrice*. Well, then we went to a sail-maker to have a flying-jib made, and we bet the price of this sail on the race. We heard that there was some one in Southampton that wanted to bet and some of the party went there, and he wanted "to book it," as they do over there, but our party had no bank account, no letters of credit ; all our money was in a bag on board of the yacht, and we wanted the money put up, and so this wager fell through. So, after all, all that we got on the race was the price of the flying jib-boom and the sail. It has been thought that we sailed for the Queen's Cup, *but that was not so*. We sailed for the Royal Yacht Squadron's Cup. The Queen

came on board at Ryde some time after, and she was so pleased with our yacht that she gave a cup to be raced for, and we were entered for it, but we did not start with the other yachts. We got under way an hour and a half after they started, and went around, coming in a few minutes after the winning yacht. In the reach from the Nab to Cowes, when the wind was ahead, the *Arrow* made seven tacks, while the *America* made but two. If we had been in the race, the calculation was that we should have won by over an hour. You have heard the remark made that "the *America* was first and the rest nowhere," but the fact is, there was but one other little yacht that went around the island, and that was a little cutter called the *Aurora*. The *Arrow* would have got around but she grounded before reaching St. Catherine's. The *Aurora* came in about twenty minutes after the *America*; all the rest got caught in the tide off St. Catherine's, and were discouraged and went back.

"There were ten cutters and eight schooners; the cutters lay in line ahead and the schooners were about three hundred yards astern. The wind was from the westward. The yachts were allowed to get up their sails after the first gun, but we found that we constantly overran our anchor and slewed around, and we had to lower our sails, and so all the yachts got off ahead of us; however, we had a large crew and got our sails up very quickly. By the time we got to the Nab, we had walked through the whole fleet except four—these were the *Beatrice*, *Aurora*, *Volante*, and *Arrow*. We were running "wing and wing" and these boats would steer close together, so that when we tried to get through them we could not without fouling, and had to keep cutting and

sheering about, very often being near gybing, but finally we managed to get past the fleet. From the Nab to St. Catherine's the wind was ahead, and there we left them so fast that when we got down to the Point there was not a yacht in sight. Here we caught the tide and for a long time made little way beating against it, and the little *Aurora* came up pretty near to us, and the *Arrow* was just behind her. After getting by St. Catherine's Point we had a leading wind, and we went from there to the Needles at the rate of thirteen or fourteen knots. Off St. Catherine's we carried away our flying jib-boom, and I remember that Dick Brown said he was d—d glad it was gone, as he didn't believe in carrying a flying-jib to windward. We arrived at Cowes about eight o'clock. We, as Americans, being very modest, said but little; but there was an awful crying and moaning about that place that night. Ratsey and other builders were much chagrined, but they all said that they could build a boat that would beat the *America*. They said she was a "mere shell," "a Yankee trick," that we had exhausted ourselves and could never do it again. "Well," John C. Stevens said, "what will you do?" They said, "We will build a boat in ninety days that will beat the *America* for £500." He said, "\$2,500 won't pay us for waiting ninety days; make it £25,000 and we'll wait and sail the race." They would not do this and so it came to naught."

The *America* on her first appearance in English waters made a very unfavorable impression with her long bow, black hull, and thick, stiff-looking, rakish masts, as witness the following description by an English critic at the time :

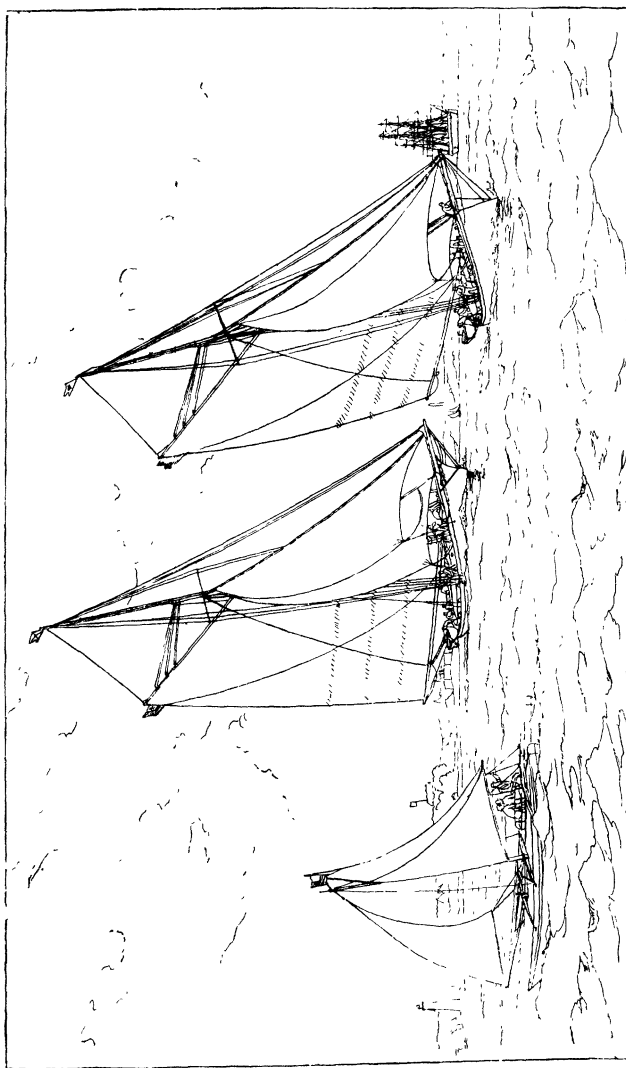
"A big-boned skeleton she might be called, but no

phantom. Hers are not the tall, delicate, graceful spars, with cobweb tracery of cordage, scarcely visible against the gray and threatening evening sky, but *hardy stocks, prepared for work and up to anything that can be put upon them*. Her hull is very low; her breadth of beam considerable, and her draught of water peculiar—six feet forward and eleven feet aft. Her ballast is stowed in her sides about her water-lines; and as she is said to be nevertheless deficient in head room between decks, her form below the water line must be rather curious. She carries no foretop-mast, being apparently determined to do all her work with large sheets; and how she can do it, this day will probably show better than any of the short and accidental courses that she has hitherto run against yachts of the Royal Yacht Squadron."

When, however, the race began, her merits became too apparent to be denied, and her final success silenced all unfavorable criticism.

The following description of the race given by an eye witness of the *America's* victory will not be out of place here. He says :

"At five minutes before ten, the signal-gun to heave short and prepare for starting was fired, and a moment afterward foresails and jibs were run up upon six or seven of the squadron. Within three minutes all were ready but the *America*. She was not only astern but apparently resolved not to hurry herself. At length the enormous foresail was displayed; and as if to show how expert her crew could be if they liked, her jib, both her fore and aft mainsails and gaff topsail on her main were spread in an instant, and when the second gun was fired, a little before ten o'clock, she went away with the rest.



JESSIE.

JULIA.

VALKYR ST MARY'S.

AN OLD RENDEZVOUS—NEW LONDON.

The *Beatrice* led, the *Arrow* being the second, the *Volante* third, *Gypsy Queen* fourth, the remainder pretty close together, and the *America* last. A light breeze was then blowing from the west-southwest. Within the first minute the vast superiority of the *America* became visible. She began at once to glide up to the fleet, and then to pass one yacht after another until off Old Castle Point ; and before the steamers that were going round to Ventnor had got their passengers on board, she had taken the fourth place, the *Volante* being first, *Arrow* second, and *Beatrice* third ; and all that could be said for them was that they were delaying her from taking the lead a little longer than the others."

"The only question now was whether the cutters could beat her in rounding the Island, as she had already beaten the *Pearl* to windward. As she spun along an old sea-dog observed : 'D'ye see that ere steamer ? I'm blessed if the Yankee don't beat her out of sight around the Island ; ' and the Signal Master at the Club-house said to a gentlemen who asked for information, 'Pshaw, sir, catch her ? You might as well set a bulldog to catch a hare.'"

The rest of the story has been told. The *America* ran ahead so fast that when she returned to the starting-point, Cowes Castle, the following memorable colloquy is said to have taken place between the Queen and one of her officers:

Her Majesty—"Say, Signal Master, are the yachts in sight ?"

"Yes, may it please your Majesty."

"Which is first ?"

"The *America*."

"Which is second ?"

"Ah ! your Majesty, there is no second."

I quote the above dialogue from General Butler's History of the yacht *America*, recently published, and refer my readers to that eminent military sea-lawyer, should they need any corroboration of the facts as stated.

CHAPTER II.

THE RACE FOR THE CUP IN 1870.

Mr. James Ashbury's attempt to arrange a series of races in England in 1868—His correspondence with N. Y. Y. C.—Races of *Cambria* against *Sappho*, *Dauntless* against *Cambria* across the Atlantic, 1870—*Cambria* sails against N. Y. Y. C. Squadron—Her defeat—Mr. Ashbury builds the *Livonia*.

THE Cup won by the yacht *America* became *bona fide* the property of the owners of the schooner, and for a long time was known in this country and generally spoken of as the "Queen's Cup."

Indeed, General Butler, in the article mentioned at the close of the preceding chapter, so spoke of it. This is an error ; it was never a Queen's cup, but was simply a prize offered by the Royal Yacht Squadron, each year, to be sailed for by yachts of all nations, without regard to difference of tonnage, the course being around the Isle of Wight.

Its proper title is "the *America's* Cup " ; *i. e.*, the cup won by that schooner. The name, however, is of little consequence ; the Cup itself, by whatever name it be called, represents the yachting supremacy of the world. The owners of the *America*, Messrs. J. C. Stevens, Edwin A. Stevens, Hamilton Wilkes, J. Beekman Finley and George L. Schuyler, kept possession of the Cup until July 8, 1857, when they decided to make of it a

perpetual challenge cup, and with that view offered it to the New York Yacht Club, subject to the following conditions :

"Any organized yacht club of any foreign country shall always be entitled, through any one or more of its members, to claim the right of sailing a match for this Cup with any yacht or other vessel of not less than thirty or more than three hundred tons, measured by the Custom-house rule of the country to which the vessel belongs."

"The parties desiring to sail for the Cup may make any match with the yacht club in possession of the same that may be determined upon by mutual consent ; but in case of disagreement as to terms, the match shall be sailed over the usual course for the annual regatta of the yacht club in possession of the Cup, and subject to its rules and sailing regulations—the challenging party being bound to give six months' notice in writing, fixing the day they wish to start. This notice to embrace the length, Custom-house measurement, rig and name of the vessel."

"It is to be distinctly understood, that the Cup is to be the property of the club, and not of the members thereof, or owners of the vessel winning it in a match ; and that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries upon the terms above laid down, shall forever attach to it, thus making it perpetually a Challenge Cup for friendly competition between foreign countries."

So thoroughly was the fact accepted by Great Britain that American yachts were superior in speed to anything that could be produced on that side of the ocean, that for eleven years the New York Club held the cup undis-

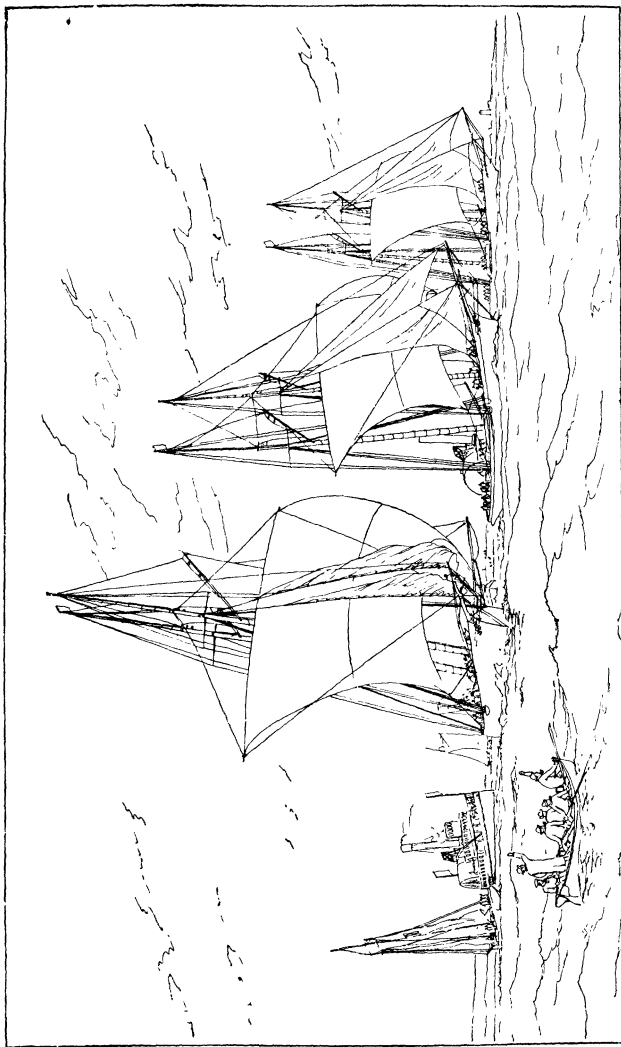
turbed ; although the letter of the *America's* owners, with the terms of the deed of gift, had been sent to every yacht club in the world. None of course except British clubs had any vessel of sufficient speed to challenge with any hope of success, and, as I have said, for eleven years no British owner had confidence enough in his yacht to make the venture.

Meantime, great changes had been taking place in the maritime status of the two countries. Only a couple of years before the *America* won this Cup, Great Britain's Parliament passed the Navigation Act, opening all British ports to the commerce of the world. Previous to that, the laws of that country were practically the same as our present absurd laws, and only British ships were allowed to carry cargo between British ports. When the Navigation Act was passed, the British ship-owner imagined that he saw nothing but ruin before him. American ships and American officers were acknowledged to be superior to all others, as is proven by the fact that the merchant could ship his goods in American bottoms at a rate of insurance below that which he had to pay in vessels of other nations, so that when British ports were opened to ships of all nations, the British ship-owner bewailed the expected loss of, "not only our East and West India trade," but prophesied "the Yankees will take even our timber-carrying away from us." Indeed, for a time it seemed as though this would be the result of the change in the law. Just at that time came the great demand in this country for freight room to San Francisco, owing to the recent gold discoveries in California, and it was in those days an easy matter for American ships to obtain profitable charters from Calcutta or Bombay to London or Liverpool, and other

British ports, while the China trade was almost entirely controlled by American ship-masters.

It did seem rather hard on the British owner. On account of the restrictive American laws, his ship could not carry a cargo from New York or Boston to San Francisco, while the American ship was free to carry cargoes from Quebec or any other British port to London, Liverpool or wherever desired. That, however, which threatened ruin, proved the salvation of British commerce. The ship-owner realized at once, that if he desired to keep his share of the carrying trade, he must have as good ships and as capable officers as those of any other nation, and he soon had them. At first he purchased vessels from builders in the New England States, and then successfully copied them. Experience soon taught him that iron was a better building material than wood for freighting ships, and the ship-yards on the Clyde began to turn out the celebrated "Scotch clippers." Then the same reasoning carried further led him to think that "steam was better than wind," and ship-yards on the Clyde became busier, new yards came into existence, and "the ocean tramp," flying British colors, became a familiar object in every port in the known world.

It could not be otherwise, than that all this improvement in the merchant marine would result in a corresponding improvement in the pleasure fleet. As the *America*, the *Maria*, the *Henrietta*, the *Fleetwing*, *Vesta*, *Dauntless*, etc., were the direct result, or, at any rate, the accompaniment, of the wondrous maritime prosperity of this country from 1840 to 1860, so the immense increase and improvement in the British merchant marine was accompanied by a corresponding improvement in



HENRIËTTA.

FLEETWING.

VESTA.

SANDY HOOK TO THE NEEDLES—1866.

the pleasure fleet of Great Britain, until in 1868 rumors reached this side of the ocean that a remarkably fast yacht named the *Cambria* had been built for the purpose of crossing the Atlantic to re-capture the *America's* Cup, so gallantly won seventeen years before, and that had remained in the unchallenged possession of the New York Yacht Club since it was transferred to its care by deed of gift in 1856.

In October, 1868, the President of the New York Yacht Club received the following letter from Mr. James Ashbury, a member of the Royal Thames Yacht Club:

SIR:—As the owner of the English schooner-yacht *Cambria*, which some time ago won the race round the Isle of Wight against the American Schooner *Sappho* and three crack English vessels, I cannot but regret the accident to your representative vessel ; and also my inability to have remained in England to again race her round the Wight or across to the coast of France. I am now on a cruise along the coasts of Portugal and Spain, etc., a journey which I postponed at great inconvenience in order to give me the pleasure of being courteous to the extent of allowing me to enter against so splendid a vessel as the *Sappho*, the property of American gentlemen ; and I am in hopes this communication will show the owners of the *Sappho* that they may probably have an opportunity of again testing her qualities against the *Cambria*, and in American waters.

All Englishmen believe that, taken as a whole, the art of yacht building received a great stimulus by the acknowledged victories of the *America*, in 1851, and now equally hope and believe that the leading English yachts can hold their own against the world ; but, America ex-

cepted, there are no yachts which we think stand any reasonable degree of success against our vessels of the last few years. All yachtsmen, as well as others, duly appreciate the compliments your New York Club have paid us, by, from time to time, sending vessels over to this country ; and it is a source of much regret on this side the water that those compliments have not been reciprocated by any leading yacht club deputing one or more of their crack vessels to go to New York waters for racing purposes.

So much do I feel on this subject, that I proposed to one of the leading clubs last winter to send to New York an invitation for two or three or more vessels to come over in time for the races at Cowes and Ryde this year, and then for several of our leading yachts to sail them back to New York ; and, in order to tempt our friends over here, I proposed that special subscriptions should be solicited from each member of a yacht club, wherewith to form a large fund for giving splendid prizes, irrespective of what the clubs might give. At the meeting in question, I offered to subscribe any sum up to £500, and to enter the *Cambria* for the return race to New York. I mention this in no egotistical spirit, but simply to show that I desire to fairly test the merits of my vessel against those of America in rough as well as smooth waters. Unfortunately, this arrangement could not be carried out, as most of the owners generally leave off yachting after the Wight races for grouse and partridge shooting, or to go abroad.

Before my yachting time, your schooner *America*, in 1851, had the honor of winning the Cup presented by Her Majesty to the Royal Yacht Squadron, and I am led to believe that the New York Yacht Club (or the

winner) have in the most friendly and courteous manner offered the Cup in question to be sailed for in New York waters, to any English yacht which will compete for it. It is an esteemed honor for any Englishman to win at any time "the Queen's * prize"; but I venture to think none would be so much valued as the one so triumphantly taken away in '51 by the *America*; and subject to conditions which I hope will be deemed equitable and reasonable to all concerned, I now have the pleasure to ask you to kindly state to your committee that I am disposed to challenge all America for the possession of the Cup in question.

Firstly. I propose that during or before the season of 1869, the New York Yacht Club select their champion schooner, of a tonnage not to exceed 10 per cent. of the Thames measurement (188 tons) of the *Cambria*.

Secondly. The vessel referred to, I would desire to see arrive in England in ample time to take part in the matches † of the Royal Yacht Squadron at Cowes, and the Royal Victoria Yacht Club at Ryde, for which races she would, doubtless, be permitted to enter. These races take place early in August, six to eight or nine in number, round the island (60 miles) the Victoria and Queen's courses (also about 60), and probably a run to Cherbourg and back; the prizes would be the annual Queen's Cup presented to the R. Y. S., two cups of £100 each from the towns of Cowes and Ryde, and several cups of £100 and £50; and I may add, that if the yacht

* Mr. Ashbury falls into the common error in calling the prize won by the *America* the "Queen's prize."

† Mr. Ashbury does not here make any mention of "boat-against-boat" matches, but indicates that the American representative yacht might be permitted to race against the *fleets* named.

could arrive about a month earlier, she would be in time for some of the best ocean races of the Royal Thames Yacht Club.

At these races your representative vessel would meet all the best and fastest English and Scotch yachts ; among others, schooners, and would have a fair opportunity of testing her qualities during the height of the Isle of Wight yachting season, and with the temptation of many prizes, highly valued and much sought after, but not for their mere intrinsic value.

Thirdly. On or about the 1st of September I would race your vessel from the Isle of Wight to New York, for a cup or service of silver, value £250, no time allowances, and no restriction as to canvas or number of hands.

Fourthly. I would at an early date race the said vessel round Long Island, on the R. T. Y. C. measurement and their time allowances ; two races out of three over this course to decide as to the championship and the final possession of the *America's* Queen's Cup of 1851 ; if I lost I would present the N. Y. Y. C., or the owner of the successful vessel, with a cup, value 100 guineas, or, I would race any other schooner of about my tonnage over the same course on the said conditions ; the competing vessel to have been previously pronounced by the N. Y. Y. C. as the fastest vessel in America of her size and class, and providing the said vessel had not been built since the date of this communication, and was in all respects a sea-going vessel, and not a *mere shell or racing machine*.

At your earliest convenience I shall be glad to hear from you or the club Secretary on this subject.

Yours truly,

JAMES ASHBURY.

Evidently the New York Club had some misgivings as to Mr. Ashbury's status among yachtsmen on the other side of the water, for, on the receipt of this sweeping challenge, they informed him that the club could "only take cognizance of and respond to that portion of said communication having reference to the challenge cup won by the yacht *America*," and that the conditions on which the club held this cup, *only authorized the club* to "accept a challenge for its future possession coming from an organized yacht club of any foreign country through one or more of its members."

Under date of February 24, 1869, Mr. Ashbury, writing from Brighton, England, hastens to assure the club that he shall obtain from "one of the several Royal Yacht Clubs to which I belong" its consent for the *Cambria* to sail as its representative vessel, and under date of July 20, 1869, he informs the club that he hopes to have the honor of sailing in New York waters under the flag of the Royal Thames Club, and encloses its certificate of representation and engages to present the Cup, in case he wins it, to Lord Alfred Paget, the commodore of that club, to be held as a challenge cup, open to any royal or other first-class recognized yacht club to compete for ; providing six months' notice is given, and the course not less than three hundred miles in the channel or on any ocean ; and that in case all the conditions he names are approved he will be prepared to leave for New York on or about August 27th.

After waiting for a time Mr. Ashbury cabled, "Will *Cambria* be allowed to sail your champion schooner for the *America's* Cup on basis of my letter July 20th ?" and the club cabled back, "The necessary preliminaries having been complied with by you upon your arrival

here, you have the right, *provided no match can be agreed upon*, to sail over the annual regatta course of the New York Yacht Club for the Queen's Cup, won by the *America*. You will be heartily welcomed, and you will find this club prepared now, as always, to maintain their claim according to the conditions upon which they accepted the Cup. These have been received by you, and your letter of July 20th does not entirely conform to them."

August 23d Mr. Ashbury cabled, "Many and best thanks for your courteous and prompt reply. As I cannot contest for the Cup on the basis of my challenge and letter of 20th July, I regret I cannot compete for it this year. *Dauntless* challenge for a race from Cowes to New York has been unreservedly accepted by *Cambria* for the 1st September."

It having been found that the *Dauntless* could not get ready for the race from Cowes to New York until September 15th, Mr. Ashbury decided that this date was too late, and so the matter went over until 1870. In the mean time, on November 14, 1869, Mr. Ashbury wrote as follows to the Secretary of N. Y. Y. C. :

You are aware that I have already had the pleasure to send you the necessary certificates to enable *Cambria* to sail for the '51 Cup, but unfortunately the committee did not consider my communication of the 3d October, 1868, as a formal six months' notice, and this circumstance only, so far as I know, prevented my leaving for New York on or about the 1st September last, to compete for the Cup in question, as I intended. My movements and engagements six months hence are uncertain ; but if I wish to contend for the '51 Cup I have

no choice but to give the stipulated notice, and I trust that circumstances may not prevent my acting thereon.

Mr. Bennett has the option of racing *Cambria* from Cowes to New York any time in March, or from the 1st to the 15th of July, 1870—no conditions. On the possibility of Mr. Bennett's electing to sail in March, I beg to give you six months' notice of my intention to race for the Cup on the 16th May, 1870; the course to be a triangular course from Staten Island, forty miles out to sea and back. The Cup having been won at Cowes, under the rules of the R. Y. S., it thereby follows that *no centre-board vessel** can compete against the *Cambria* in this particular race, but in all other respects I must conform to the stipulations and rules of the N. Y. Y. C. Rule 7 of the R. Y. S. states :

“No vessels which are fitted with machinery for shifting keels, or otherwise altering the form of their bottoms, shall be permitted to enter for prizes given by the Royal Yacht Squadron.”

JAMES ASHBURY.

To this communication of Mr. Ashbury, the New York Club replied as follows on January 10 :

In answer to your communication of November 14, 1869, we beg leave again to call your attention to the conditions upon which the New York Yacht Club holds the Challenge Cup won by the *America*, from some of which there is *no power to deviate*.

Among others, when challenged by the representative of any foreign yacht club, “in case of disagreement

* Mr. Ashbury studiously ignores the terms of the “deed of gift” under which N. Y. Y. C. held the Challenge Cup.

as to terms," the match is "to be sailed according to the rules and sailing regulations of the club in possession." While desirous of meeting your views as far as possible in other matters pertaining to the match, under no circumstances can this committee entertain a proposal which excludes from the race any yacht duly qualified to sail under the rules and sailing regulations of the New York Yacht Club.

Respectfully,

GEORGE L. SCHUYLER,	} <i>Committee.</i>
MOSES H. GRINNELL,	
F. OSGOOD,	

The *Cambria* had raced against the *Sappho* in 1868, when that schooner had been first sent to England by her builders, Messrs. C. & R. Poillon, of Brooklyn, and in a race around the Isle of Wight had beaten the American schooner; and Mr. Ashbury seems to have taken her as the representative American yacht and to have conceived the idea that having beaten her, he could easily defeat all other American vessels. He discovered his mistake three years latter.

The *Sappho* returned to the United States, where she underwent extensive alterations suggested by Robert Fish, and then began her career of successes under her new owner, William P. Douglas, who was at that time Vice-Commodore of the N. Y. Y. C.

In 1870 she crossed again to England, and among other notable performances sailed three matches against the *Cambria* before that vessel left for America to compete for the Challenge Cup. The first race was sixty miles to windward, and the *Sappho* won with the greatest of ease.

The owner of the *Cambria* entered a protest against the arrangements made by the English committee for the second race (a protest similar, as we will see, to the protest he made against the *Columbia* when she sailed against the *Livonia* in 1872), this being disregarded by the committee, Mr. Ashbury refused to sail the race. The *Sappho* was sent over the course and declared to be the winner.

The third race was also won by the *Sappho*.

Mr. James Gordon Bennett, the present Commodore of the N. Y. Y. Club, was also at that time in British waters with the keel-schooner *Dauntless*, and a race from Daunt Head buoy, near the old Head of Kinsale, Ireland to the Sandy Hook light-ship, was arranged with the *Cambria*, and the two schooners accordingly sailed for New York on the 4th of July, 1870.

It was part of my duty to watch for and report the arrival of these two vessels. I went first on board the station pilot-boat and when her turn on station expired, by advice of the pilot in charge I went on board of the Sandy Hook light-ship, where I remained, I think, nine days, before the yachts arrived. It was about one o'clock in the afternoon of July 25th when the first one of the racers was sighted. Of course we had all made up our minds that the *Dauntless* would be first, for she had on board of her Captain Samuels, who had been so signally successful in the ocean race of 1866, when, as captain of the *Henrietta*, he had beaten the *Vesta* and *Fleetwing* in the winter race from Sandy Hook to the Needles, Isle of Wight. There was also Martin Lyons, a skilful Sandy Hook pilot, Mr. Bennett's favorite yachting skipper ; and there was "Old Dick Brown," as he was always called, a host in himself. Surely with all this

talent on board, no yacht could be beaten, we thought, much less one which in the trials on the other side had proven herself the fastest. Alas! experience shows that excess of talent is not conducive to victory in yacht racing and that one captain is enough for any yacht.

The late Captain Cosgrove was at that time in command of the light-ship, and after a long look through the glass at the approaching vessel, he exclaimed, "I'm blessed if that ain't that English yacht; no Yankee boat ever had topsails such as those." The Captain was correct, and in a short time the *Cambria*, with square fore-topsail and square-sail set, came flying by the light-ship before a strong easterly wind, going full thirteen miles an hour. There was just time for a hail—"Has the *Dauntless* arrived?" and on receiving a negative reply, the three rousing cheers of the crew sounded faint in the distance, as the schooner went flying on for the Hook.

As the race ended at the light-ship, I had expected the yacht arriving first would heave to, so that I could board her, and obtain the story of the voyage, and now here I was on the light-ship and the yacht flying in over the bar. Fortunately, the pilot-boat *Mary Catherine*, beating out, came along-side in answer to a signal and kindly consented to take me up to Staten Island. As we were running in over the bar, we saw the topsails of the *Dauntless* rising above the horizon at the eastward, and carried the news of her coming to her victorious competitor at Staten Island.

Then, on a tug, I went down the bay and met the *Dauntless*. There was no cheering on board of her.

A more disappointed set of men I never encountered, than the crew of the American schooner. They were many miles ahead of the *Cambria* when George's Bank was reached, then the wind came out dead ahead and they stood to the south, and the wind hauled to the north; and the *Cambria*, then far to the northward, got a splendid slant, came along just shaving the light-ship on the Nantucket South Shoal, and so on to the Sandy Hook light-ship. The fact was the *Dauntless* was a beaten yacht, and *Cambria* stock was at a premium, and the wisecracks then were just as sure she was going to win the Cup, as they have been, very many of them—that *Genesta* is going to win it next September. A cup, however, is “never won until it is lost,” and preparations for the race went on with vigor. As the day for the race drew near the excitement was tremendous, and the race for the Cup was the principal topic on change, at the hotels and in the club rooms.

The following description of the *Cambria*, published about the time of her challenge for the Cup, will be interesting to yachtsmen and yacht builders:

“She is a keel schooner, built of oak, with teak topsides. Her interior fittings are remarkably rich and beautiful, and in good taste. She has twenty-one tons of ballast, smelted, and run into her timbers, and has also four tons of lead bolted to her keel. Under sail, she spreads a vast area of canvas, and works in the wind with the ease and facility of a weather-vane. Her best points are being sharp and quick in stays, lying close to the wind, and being fast in light breezes. By the wind, that is close hauled, she carries gaff-topsails bent to the ordinary spars; but in sailing free, she has much longer and lighter and more flexible yards aloft, and the sails of

lighter canvas of course, clubs out a considerable distance. Her bowsprit is a very peculiar spar, with jib-boom and flying jib-boom all in one stick, and rigs in and out at the option of the sailing-master. She is 248 tons, New York measurement, and 128 tons, Royal Thames Yacht Club measurement, and was built by Ratsey, of Cowes, Isle of Wight, in 1868. She is a fine type of the deep and narrow English model, and in external appearance bears a resemblance in stiffness and stability to a Cunard steamer. It can hardly be said that the *Cambria* is as graceful and charming in her pose upon the water as the majority of American schooners, and this is simply because the English are willing to sacrifice anything to secure the full embodiment of their ideas as to speed. Her dimensions are : Length (from stem to sternpost) 108 feet ; beam, 21 feet ; depth of hold, 11 feet ; draught of water, 12 feet ; mainmast (hounds to deck), 61 feet, foremast, 56 feet 6 inches ; main boom, 61 feet ; main gaff, 33 feet 9 inches ; fore gaff, 25 ; bowsprit outboard, 35 feet ; main-top-mast, 35 feet 6 inches ; foretop-mast, 32 feet 3 inches ; maintopsail yard, 32 feet ; foretopsail yard, 29 feet."

The second race for the *America's* Cup was sailed August 8, 1870, and was, with the possible exception of the ceremonies attending the reception of the French transport *Isère*, which, as all the world knows, brought the statue of "Liberty enlightening the World," to our shores during the past summer, the grandest marine pageant ever seen in the harbor of New York. Every schooner-yacht in the club was entered and started. Nearly every steamer in the harbor was brought into requisition for spectators, and all were crowded to their

utmost capacity. Besides these, almost everything that could float, from the large coasting schooner to the tiny skiff, was brought into use, and it seemed as if the whole population of the city was upon the water. Wall and Broad Streets were deserted for the day, and the courts and public offices had but few attendants.

The weather was fine, and there was a good sailing breeze from south by east to south-southeast, with smooth water for the whole course. The start was made on the last hour of the ebb-tide, the yachts being anchored and with sails down, when at 11:26:00: the signal was given. The wind, when the line was formed, had been southwest, and the *Cambria* had been given the post of honor and advantage at the weather end of the line with the *America*, the original winner of the Cup, next to her.

The old *America* had passed through quite a varied experience since her triumph in 1851. She had been sold to an English gentleman, and had done service for a time as a yacht. When the war broke out in this country, she was purchased for a blockade runner, and to escape capture had been sunk in the St. John's River, Florida. At the close of the war she was raised and sent to Annapolis to be used as a training school for the cadets, and when the race with the *Cambria* had been arranged, so strong was the public sentiment in favor of the old boat, that the Navy Department had her refitted as a yacht, and entered for this race.

Naval riggers and sail-makers, however, are not the best yacht fitters, and the *America* was not in as good form for the contest as she might have been; but as will be seen by the following account of the match, she sailed

a grand race, and showed conclusively that while British yachtsmen had been constantly improving their vessels, the American schooner of twenty years previous was still quite as good as their latest production. The start from an anchorage is always an unfair one, on several accounts. Some boat must be at the leeward end of the line, and in this case the courtesy of the committee was thrown away, for by the wind backing to the east of south, the *Cambria* and *America*, instead of being to windward, as was intended, were to leeward of the lot.

In this race, besides the *Cambria* and *America*—both keel boats—there were the keel schooners *Rambler*, *Dauntless*, *Fleetwing*, *Restless*, *Tarolinta* and *Alarm*, and the centre-boards *Phantom*, *Madgie*, *Silvie*, *Tidal Wave*, *Madeleine*, *Idler*, *Magic*, *Palmer*, *Alice*, *Fleur de Lis*, *Era*, *Josephine*, *Calypso*, *Widgeon*, *Halcyon* and *Jessie*.

At the signal the little *Magic* ran up her sails in a trice, tripped and canting to starboard, was off "on a board" toward the Long Island Shore, before some of the lot had thought of starting. The *Cambria* was also smart with her canvas, but the *America* was sluggish and was one of the last to get off.

The start was from off Stapleton, Staten Island, and with the strong ebb-tide under her lee, the *Magic* fetched in about half-way 'twixt Owl's Head and Fort Lafayette, and standing close in shore was able on the port reach to fetch well down along the West Bank, reaching almost to Dix's Island, and getting a lead which could not be taken from her. The others worked down with the ebb, as best they might, splitting tacks in all directions, making as pretty a picture as can be imagined. Their rates of speed and relative positions are best shown by their

times at the South West Spit buoy. These were as follows:

	H.	M.	S.		H.	M.	S.
Magic.....	12	48	00	Halcyon.....	1	02	00
America.....	12	52	55	Fleetwing.....	1	04	05
Idler.....	12	53	45	Madeleine.....	1	06	30
Silvie.....	12	56	00	Cambria.....	1	07	00
Phantom.....	12	56	15	Tarolinta.....	1	07	55
Dauntless.....	12	56	20	Alice.....	1	09	00
Madgie.....	12	59	00	Rambler.....	1	10	00
Calypso.....	1	02	00				

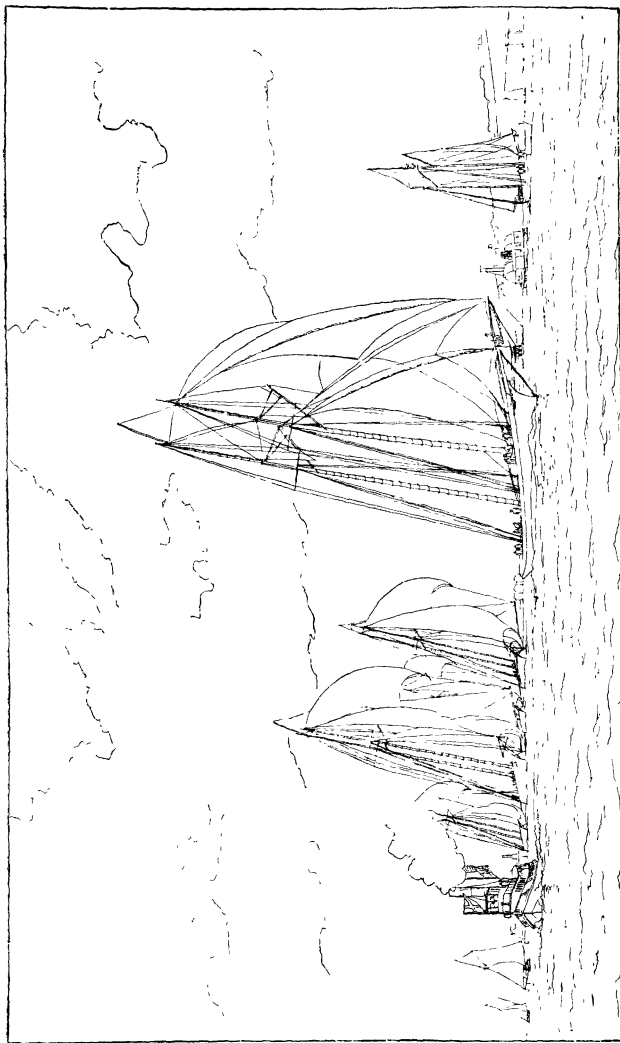
The others were not timed at this point. It will be seen that the *America* had shown herself as good as the best at climbing to windward, leaving the *Cambria* far in the rear. The flood was making when this mark was passed, and the reach out by the Hook was slow. Outside of the Bar the yachts made a board to the southward and then reached off with the light-ship a point on the weather-bow. The *Idler* and *Dauntless* went in ahead of the *America*, but the old boat was a good fourth at the mark, and the *Cambria* was nowhere, as may be seen by the time taken at the turn. The *Magic* was still at the head of the procession. The scene around the light-ship when the yachts turned was one never to be forgotten. It would be difficult to estimate the number of people who witnessed the turning, but I know I shall be within bounds if I put it at 20,000. The following is the order of the yachts as they were timed at this point, the committee starting in from the light-ship as soon as the *Cambria* had rounded, the show being then considered over :

	H.	M.	S.		H.	M.	S.
Magic	2	03	16	Silvie	2	17	23
Idler	2	08	40	Phantom.	2	19	59
Dauntless.....	2	09	48	Madgie.....	2	21	14
America	2	15	25	Cambria	2	27	19

All kites were now piled on the yachts, and they went in toward the Bar at a great rate, the *Magic* running the seven miles to the spit buoy in a trifle over 45 minutes, and the *Idler* beating that by nearly two minutes. The *Cambria*, too, did well on the run, and gained a trifle on the *Magic*, but the little boat had a lead which was conclusive, even without the allowance of time due to her size. As she passed in by the Hook, a hard flaw from out of the Horseshoe took the *Cambria's* fore-topmast out of her, and doubtless this accident detained her slightly, but she never had a ghost of a chance to win from the start to the finish. The following will show the relative positions all through the fleet at the beginning of the home stretch :

	H.	M.	S.		H.	M.	S.
Magic.....	2	48	55	Fleetwing.....	3	14	00
Dauntless.....	2	51	00	Halcyon	3	16	10
Idler	2	52	00	Tarolinta.....	3	24	00
America	3	02	05	Calypso.....	3	25	30
Silvie.....	3	07	20	Madeleine.....	3	26	00
Phantom.....	3	08	10	Alice.....	3	29	40
Madgie.....	3	08	40	Rambler.....	3	31	55
Cambria	3	12	00				

It will be seen that the line had become an extended one, there being nearly three-quarters of an hour 'twixt the first boat at this point, and the last one timed. The



GAMBRIA AMERICA.
DAUNTLESS. IDLER.

MAGIO.
(LATE MADGIE)

THE FINISH OFF STATEN ISLAND—1870.

run across the bay with the strong wind and favoring tide was quickly made, and the race ended as follows :

Schooners. Start, 11:26:00 A.M.

NAME.	FINISH.			ELAPSED TIME.			CORRECTED TIME.		
	H.	M.	S.	H.	M.	S.	H.	M.	S.
Magic.....	3	33	54	4	07	54	3	58	26.2
Idler.....	3	37	23	4	11	23	4	09	35.1
Silvie.....	3	55	12	4	29	12	4	23	45.3
America.....	3	47	54	4	21	54	4	23	51.4
Dauntless.....	3	35	28½	4	09	23½	4	29	19.2
Madgie.....	3	55	07	4	29	07	4	29	57.1
Phantom.....	3	55	05	4	29	05	4	30	44.5
Alice.....	4	18	27½	4	52	27½	4	34	15.2
Halcyon.....	4	03	08	4	37	08	4	00	35.9
Cambria.....	4	00	57	4	34	57	4	37	38.9
Calypso.....	4	15	29	4	49	29	4	40	21.3
Fleetwing.....	4	02	09½	4	36	19½	4	41	20.5
Madeleine.....	4	14	46	4	48	46	4	42	35.4
Tarolinta.....	4	10	23	4	44	23	4	47	29.2
Rambler.....	4	51	35½	4	51	35½	4	48	35.5

Thus, the *Magic* won the race, beating the *Idler* 11 m. 8.9 s., and she beat the *Cambria* 39m. 12.7 s. *America* beat *Cambria* 13 m. 47.5 s. The *Tidal Wave*, *Widgeon* and *Alarm* failed to complete the race, and are omitted in the above table.

I give this race in detail, because it was the first in this country for this Cup, and because there can never be another for this prize where one vessel will have to contend against a fleet, as did the *America* when she won it thirty-four years ago, sailing against all the "cracks" of the Royal Yacht Squadron.

After the race, Mr. Ashbury was of course the recipient of many courtesies from the members of the club and others interested in yachting, and was invited to accompany the Squadron on its annual cruise to the eastward, which invitation he accepted. The presence of the *Cambria* on the cruise caused a very general attendance of the American yachts, and the fleet was the largest that had ever assembled on any cruise of the club. Mr. H. G. Stebbins was the Commodore. Matches were made by Mr. Ashbury with several of the owners, and the races were sailed over the Newport course, resulting each time in a victory for the American yacht, except in case of a match with the schooner *Idler*, then owned by the late Mr. Durant. In the course of her race, the *Idler* parted her bob-stay and had to go about, so as not to head the sea until the damage was repaired, and this proving a losing tack, the *Cambria* came in ahead.

It was conclusively established before the *Cambria* left this country, that the art of yacht building and fitting had not improved enough in England to put it upon an equality with the same science in this country ; and yet I have always regarded the *Cambria's* model as one of the finest in the very fine collection in the rooms of the New York Yacht Club. I was on board of her during several of her races, and I think her failure to win was due to clumsiness of rig, rather than to defect of model.

When Mr. Ashbury came here, almost the first thing he did was to order some new sails—a new lug foresail and a mainsail, I think. In the matter of canvas, the British have made wonderful strides during the past fifteen years, until now those of our yachtsmen who can afford it send over to England for their sails, the crea-

tions of Lapthorne being considered superior to anything that can be made in this country, especially for yachts of the British type.

In this connection I would say that when the Scotch cutter *Madge* was brought over here a few years ago, I read of her arrival in the daily papers, and from time to time heard of her, how this boat and that had fallen in with her in the bay and beaten her, and so fully was I impressed with the belief in American yachting superiority, that I looked on these things as matters of course, and never had curiosity enough to go and look at her. I regarded her as a toy which some cranky Britisher had imported, but as for seriously believing that she would sail at all fast, no such idea entered my mind.

I saw her first from the Staten Island boat, and as she lay head to the wind with that immense balloon topsail towering high above the diminutive hull, the exquisite set of the canvas was a revelation to me. Looking from her to the *Schemer*, which had an ill-fitting mainsail with an old topsail above it, borrowed that morning from Sawyer's loft, never made for the boat, and setting like a "purser's shirt on a handspike," the contrast was very great, and for the first time I began to realize that there might be some doubt as to the result of our races with the *Madge*.

She won, and nothing better for American yachting ever happened. From that time to the present there has been steady improvement in yacht building. Our yachtsmen have made more of a study of the science of building than ever before, and we have a very large class of expert yacht sailers in and about New York. At the East, in Boston and other New England cities and towns, the improvement has been even greater, and the

yachting *furor*—if I may call it so—is stronger than here in New York, until it has come to be a question whether, after all, Boston is not more of a yachting centre than New York. Much of this we owe to little *Madge*, and if the Cup is retained in this country, *Madge* will be largely to be thanked for our victories. It was she that first taught our yachtsmen that they were not invincible. Had *Genesta* come then, instead of *Madge*, I think she would have carried the Cup to its old home, without the slightest difficulty, for we should complacently have matched one of our old sloops against her, and probably should hardly have deemed it worth our while to have fitted them with new suits of sails, or if we had been short of a topsail we would have borrowed one and hung it up, careless whether it fitted or not.

Having had abundant demonstration that the *Cambria* was no match for our American schooners, Mr. Ashbury returned to England and, with an Englishman's pluck, he at once gave orders for a new boat, and determined to try once more for the Cup. What that boat was, and what the improvement was which had been made in British modelling since *Cambria* was built, the following extract from the *London Standard* will serve to show.

"During the last quarter of a century naval architecture, so far as regards the construction of yachts, has passed through more than one revolution, and it bids fair to commence a fresh epoch from 1871. The cod's-head bow and the mackerel-tail stern were at one time deemed essentially requisite to insure speed, and yacht owners were then well satisfied if their vessel could be

induced to move at the rate of ten knots an hour ; but the cod's-head bow and the mackerel-tail stern gave way to finer lines, and bows as sharp as possible became the order of the day. These in their turn were superseded by what was called the hollow bows, which were soon discovered to be unadapted for speed, and we had presented to us by the builders yachts of the *Aline*, *Cambria* and *Blue Bell* class, vessels which have been known on more than one occasion to go fifteen knots an hour, yachts whose every line is a line of beauty, and which are at the present time the fastest vessels of their size in the world. But another era is dawning upon us, and possibly the *Aline*, *Cambria* and *Blue Bell* will shortly become as obsolete as their aged sisters. In Mr. Ratsey's building yard at Cowes is the hull of a yacht unlike anything that has been previously constructed, and to all appearance the problem—"What does the water like," has at last been solved, and the answer is the schooner yacht *Livonia*. The *Livonia* may be justly termed an object of national importance, seeing that she will challenge the American yachts in their own waters during the ensuing Autumn, and a description of this really wonderful vessel will doubtless be interesting. The keel of this yacht, which is to take part in, perhaps, the most important yacht race ever sailed, was unostentatiously laid for J. Ashbury, Esq., in August last, and very quietly has the work been conducted since then. But little by little has it leaked out that a wonder was to be seen, and yacht owners, builders, yacht critics and yacht captains are daily having a peep at this novelty. The dimensions of the *Livonia* are as follows : Tonnage, old measurement, 280 tons ; tonnage for racing 264 tons ; length between perpendiculars, 115 feet 2

inches ; beam, 23 feet 7 inches ; draught of water, 12 feet 6 inches. While dealing with dimensions it may be as well to state that the rig of the vessel is a fore-and-aft schooner. And to give some idea of the immense power of the yacht to mention that the length of the mainmast from hounds to deck is 68 feet, and that of the foremast 64 feet ; these masts are about 13 feet longer than those usually placed in men-of-war of 2,000 tons. A further proof of the vessel's stability may be adduced from the fact that her mainsail will contain within a few yards as much canvas as is in the main course of a vessel of 1,500 tons ; and further, the *Livonia*, in proportion to her size, will carry nearly four times the area of canvas set by the ill-fated ship, the *Captain*, when under all plain sail. Looking at the bow of the vessel one is apt to imagine that it is copied from the bows of the American yachts. The bow is just sufficiently like those of the American vessels to deceive the uninitiated, but a keen eye soon discovers that the *Livonia* carries her "bearings" further forward than is the custom in the American vessels ; indeed, every square inch of her hull appears to have its special duty to do as regards buoyancy. The forefoot is very much rounded off, and terminates in a graceful cut-water, which will be surmounted by a handsome figure-head. The midship section is something quite new, and is difficult to describe, but it appears to be a combination of the midship section of the American yacht *Sappho*, and the English yacht *Cambria*, but, wherever the designer obtained his idea, he has hit upon a form that must prove a success. The run and stern of this vessel have their own peculiarities, and are, perhaps, the handsomest part of her, so beautifully are the lines blended that it is impossible to

tell where the run commences. Having wrought-iron floors, the builders are enabled to put a twelve inch "camber" in the keel without diminishing from the strength of the vessel, and thereby ensuring quickness in stays. The keel is very deep and made unusually strong. The framing or timbers are of the best picked oak, the planking American elm to the highwater line, then oak and teak ; the bulwarks will be very low, and, indeed, the vessel herself will have much less free board than any English yacht of her tonnage afloat."

How the *Livonia*, for that was the name of Mr. Ashbury's new yacht, crossed the Atlantic and how she fared in her attempts to win the Challenge Cup will be told in the following chapters.

CHAPTER III.

A PEN AND INK CONTEST FOR THE CUP.

Mr. Ashbury lays down the law to N. Y. Y. C.—His suggestion that the race be sailed in court—Lawyers and Judges that “could reef and hand and steer”—Letter of George R. Schuyler—Opinions of the Press—Final agreement as to terms of the race.

THE New York Yacht Club was at Newport on its annual cruise, when there was received from Mr. Ashbury the following communication, dated August 12, 1871.

To the Members of the New York Yacht Club :

MR. COMMODORE AND GENTLEMEN:—In August, 1870, I had the pleasure of competing for the Cup of 1851 in American waters under the Royal Thames Yacht Club flag, consequent on having been honored with their certificate of representation in conformity with your club requirements. On giving my formal challenge, I claimed that a champion or representative vessel should be sent against the *Cambria* as a true and sporting interpretation of what I believed the deed of trust justified. The New York Yacht Club, by a vote of 18 to 1, ruled that a fleet should compete, and not a single vessel. I entered the race for sport, and with faint hope of winning ; but in the firm belief that the club desired to put a faithful interpretation on what may then have been looked upon as a vague and uncertain document, I did not

deem it necessary or courteous to sail under protest, but I sailed with a strong opinion as to my being right, and with the fixed determination of again reopening the controversy after having discussed the matter with my yachting friends in this country and taken eminent opinions as to the legal view. It is not now necessary to trouble you with such opinions, inasmuch as Mr. Schuyler's letter of the 15th April, in the New York *Spirit of the Times*, has already specified what he believed the intention of the donors to have been, and after such a statement it was no surprise to me to find the New York Yacht Club unanimously passing a resolution whereby the important question at issue is finally disposed of to my satisfaction and that of the yachting world generally. If, however, the former vote had been confirmed it was still my intention to have taken the *Livonia* to New York, but under no circumstances for a single race, which might be won or lost by a fluke, but for as many as I might have certificates for, taking care to see that each club only gave the necessary six months' notice.

It was in view of having again a fleet to meet which caused me in a speech at the Harwich dinner to say that I claimed as many races as I might possess certificates. See the following extract from *Bell's Life*, April 22: "He (Mr. Ashbury) was now engaged in friendly controversy with the Americans, the question being whether in the contest for the Cup known as the *America* Cup, he should sail against one vessel or against a fleet. By a deed of gift the New York Club were bound to send a champion vessel and not a fleet, and his construction was supported by opinions taken both in this country and the States. The Commodore of the New York Club took the opinion of three eminent

judges and the only surviving donor of the Cup, and their reply was that the intention was that the New York Club should send a single vessel and not a fleet, and it was said the object of inserting the clause requiring a six months' notice in the deed was, that in the event of their believing a foreign yacht was coming which was too powerful for any vessel they had to compete with they might build a yacht on purpose. But the lawyers differed on both sides of the water, so that he should not go so much on the legal interpretation as the spirit and intention, and should request the New York Club to refer the point at issue to a well-known judge and the surviving donor (Mr. Schuyler), and he would accept their decision whatever it might be. If it should be decided that he had to sail against a fleet there was a more reasonable probability of the Cup coming back to England than there was last year, for then he was over in the summer when light winds prevailed in the inland waters in which the racing took place, and he had only one chance, being the representative of only one club, the Royal Thames. He was happy to say he had already received promises of certificates from eight of the most important clubs in England and Ireland, appointing him their representative in American waters ; and the consequence would be that, although a fleet would be sent against him he should have a more powerful vessel, and instead of one chance should have eight, and the time of year, instead of summer, when light winds prevailed, would be January, when the small yachts would stand no chance ; and if the large vessels were out it would be a time race, and the *Livonia*, though not coming in first, might win in time. He should not like to be sanguine about bringing the

Cup home, but, barring accidents and ill health, he had made up his mind to go to New York, give the six months' notice and certificates from eight important clubs, and leave no stone unturned to bring back the Cup, which was held as a challenge not against England, but the world at large." "Now, inasmuch as Mr. Schuyler's letter only appeared in the *Spirit of the Times* of the 15th of April, it is clear we would have no knowledge that a single yacht would be settled upon, and that my remarks as to sailing so often had only reference to a fleet; and furthermore that I had no thought of being guided by court legal decisions, but that my remarks meant a friendly reference thus; but as the lawyers differed on both sides of the water I should not go so much on the legal interpretation as the spirit and intention, and should request the New York Club to refer the point at issue to Judge So-and-so and the surviving donor, and I would accept the decision, whatever it might be. Herewith I now give you copies of telegrams which passed to and fro since May, 1871 :

LONDON, *May 27, 1871.*

Ashbury to Bennett, New York.

The question of your champion vessel being settled, I now purpose giving the stipulated six months' notice. If the club waives this condition the *Livonia* will start for New York in September.

NEW YORK, *May 31.*

Bennett to Ashbury.

Your despatch has been received. Have been away from the city. What do you mean by "If the club waives this condition?" Please answer immediately.

LONDON, *May 31.*

Ashbury to Bennett.

Six months' notice required. This condition waived, the *Livonia* would leave in September.

NEW YORK, *June 1.*

Bennett to Ashbury.

Will call meeting at the club and telegraph you result. What month do you wish to race in?

LONDON, *June 1.*

Ashbury to Bennett.

Propose racing for the Cup in October, as the *Livonia* will leave the first week in September.

NEW YORK, *June 7.*

Bennett to Ashbury.

The New York Yacht Club consents to waive the six months' notice, and accepts your challenge as representative of the Royal Harwich Yacht Club to race for American Cup next October. Name day in October you desire to race, and answer immediately.

June 15.

*James Gordon Bennett, Jr., Esq.,
Commodore N. Y. Y. C.*

DEAR SIR :—The stipulated notice having been waived, the several clubs will shortly send you the necessary certificates for the *Livonia's* match and some in October. Agreeably with the intimation contained in my telegram of the 16th June, I now beg to inform you that twelve royal or recognized yacht clubs have honored me with certificates of representations not in any degree as indicating that I am the owner of the champion schooner of

England, but as a conveyance of one of the stipulations in the deed of gift.

The clubs referred to are as under :

YACHT CLUBS.	COMMODORES.	SECRETARIES.
Royal Albert.	Duke of Edinburgh.	C. W. Pearce.
Royal Yorkshire.	Earl Londesborough.	S. G. Rust, Esq.
Royal Victoria.	C. Thallasson, Esq.	L. J. P. MacKinnon.
Dart Victoria.	H. Studely, Esq.	W. Smith, Esq.
Royal Harwich.	Jas. Ashbury, Esq.	B. P. Goodwin.
Royal Western, Eng.	Earl Vane.	H. A. Carrolton.
Royal London.	T. Broadwood.	T. Gregory.
Royal Thames.	Lord A. Paget.	Captain C. P. Grant.
New Thames.	J. D. Lee, Esq.	R. Miller, Esq.
Royal Mersey.	S. R. Ganes, Esq.	H. Melding, Esq.
Royal Western, Ire.	Sir J. Arnott.	J. Turner, Esq.
Barrow Western, Ire.	Jas. Ramsden, Esq.	R. McCurrach.

Strictly by the deed of trust six months' notice is required, which I was not in a position to make until the *Livonia* had been in several races or trials, in order that I might know if her sailing and weatherly qualities were at least equal to those of the *Cambria*. Having come to the conclusion that she might ultimately beat the *Cambria*, I decided to enter for the 1851 Cup ; but inasmuch as six months' notice would bring me in January, when I knew American yachts would be laid up, I had no desire to appear asking anything unsportsmanlike, or that you should specially file out your representative, or, I may say, champion vessel. The club having elected to accept it in lieu of January, the *Livonia* will leave for New York September next, and on arrival she will forthwith be prepared for the races.

I purpose leaving on or about the 23d of September, and shall lose no time in paying my respects to the commodore in order to discuss as to the course and days

most convenient for the series of races under the rules of the New York Yacht Club.

I admit the right of the New York Yacht Club to send any yacht they please for any or all races ; but inasmuch as centre-board yachts are not admissible in England, I am satisfied that a powerful centre-board yacht would generally be looked upon as not being a fair test against a sea-going keel yacht. The New York Yacht Club possesses many large racing keel yachts of about the same size or larger than the *Livonia*. I therefore suggest that the club fix on one as near as possible the same size as the *Livonia*. As regards the course for the series of twelve races, for which certificates are herewith inclosed, I must be allowed to object to the New York Yacht Club course as not, in my judgment, being a fair course for a foreign yacht, and I therefore propose that we sail from a mark-boat off Sandy Hook Point three times round the Sandy Hook Lightship and back, the club having the power to modify the course. I feel there will be no difficulty in confirming this suggestion or arranging one on my arrival to the satisfaction of all concerned. The committee to be informed by the club to fix beforehand the days on which the several races shall take place ; and if the *Livonia* should win the majority of races, the Cup would then go to the club under whose flag I sailed in the last and final race, and would be held by the commodore *ex-officio* until won by some other royal or recognized yacht club in England or elsewhere. I beg to remain your obedient servant,

JAMES ASHBURY,

Commodore of the Royal Harwich Yacht Club, and
member of the twelve aforementioned yacht clubs.

Enclosed were twelve certificates of representation.

The following resolution was adopted by the New York Yacht Club at a meeting held to consider Mr. Ashbury's propositions :

Resolved, that in response to the desire expressed by Commodore Ashbury, in his challenge for the Cup of 1851, entering the *Livonia*, as expressed in the following clause :

" But under no circumstances for a single race which might be won or lost by a fluke."

We hereby recommend that this club sail the series of twelve races, or other number, as may be mutually agreed upon, with the *Livonia* as the representative of the Royal Harwich Yacht Club and of the Royal Harwich Yacht Club only ; and that a victory in a majority of the races shall decide the possession of the Cup, the Royal Harwich being the only foreign yacht club whose challenge has been accepted by the New York Yacht Club."

I have given this correspondence at length in order that my readers may judge for themselves what were the claims made by Mr. Ashbury, and how they were met by the New York Yacht Club. I will make no further comments at this time one way or the other.

It was not until after Mr. Ashbury arrived here in the *Livonia*, that in the course of a somewhat acrimonious correspondence with the special committee of the Club appointed to arrange the details of the race—of which committee the late Moses H. Grinnell was the chairman—in a communication dated October 7, 1871, Mr. Ashbury says, "As you decline the twelve races, seven out of twelve to win, I have no alternative but to act strictly up to the deed of trust by which you hold the Cup, viz : by sailing the twelve races on behalf of as

many clubs against your champion vessel—keel boat or centre-board as you may select, and the first race the *Livonia* won, I should in that case formally and officially claim the Cup on behalf of the club whose flag I sailed under. * * * I take entire exception to the ruling of the Committee that I am not to sail twelve races by virtue of the twelve club certificates with which I have been honored. My official challenge was sent you on the 12th August, enclosing such documents in confirmation of my communication of the 15th June on the same subject. On the 27th August an informal resolution was passed that the series of twelve races should be sailed, and on the 4th inst. this was formally ratified ; and it is not competent for any sub-committee to alter this or any resolution passed at a general meeting when such committee was appointed. Assuming the general committee had a right to desire a reduction of the races, I should object to their doing so on the grounds that they should have done so before the departure of the *Livonia* from England, and not after her arrival in American waters ! ”

The whole correspondence is too long to be given here and it is at this lapse of time of but little public interest ; suffice it to say, that after several times getting to the point where it seemed inevitable that there should be a final disagreement, a satisfactory conclusion was reached, and the following letter was addressed to Mr. Ashbury by the committee of the New York Yacht Club :

DEAR SIR :—Your communication of this date is at hand by which we are gratified to learn that our negotiations have come to a successful conclusion, and that you assent to sail a series of seven races in accordance

with our proposition made on October 10, in which you represent the Royal Harwich Yacht Club only ; therefore we accept the dates of the races proposed, with the following slight alterations of days, namely ; Monday, October 16, the New York Club course ; Wednesday, October 18, twenty miles to windward beyond the Sandy Hook Light-ship and back ; Thursday, October 19, the club course ; Saturday, October 21, the Sandy Hook Light-ship course as above ; Monday, October 23, the club course ; Tuesday, October 24, the Sandy Hook Light-ship course as above ; and Wednesday, October 25, the Sandy Hook Light-ship course as above, and we propose to start on Monday morning at ten o'clock from a stakeboat off Quarantine. We remain, yours truly,

(Signed) MOSES H. GRINNELL, *Chairman*.

The following reference to Mr. Ashbury's assumed right of sailing eight or more matches, one directly after the other, for the Queen's Cup, by virtue of his holding such number of certificates from various English clubs, is taken from the London *Nautical Magazine*, and conclusively shows that *all* his numerous claims were not supported by English yachting experts.

"We have already referred to the satisfactory settlement of the difficulty between Mr. Ashbury and the New York Yacht Club, whereby that gentleman has been enabled to seriously enter into arrangements for sailing a match or matches with a vessel or vessels selected by the above body for the Cup won by the *America*." (Since we have such shrewd sea lawyers to 'sign articles,' it is necessary to be precise of phrase). Well,

the matter has been stated formally and officially at a meeting of the New York Yacht Club, as follows :

"Whereas, at a meeting held March 24, 1870, the New York Yacht Club acted according to their interpretation of the letter of trust devoting the *America's* Cup to the care of the club ; and whereas, Mr. G. L. Schuyler, the sole survivor of the donors, published the original letter of trust, and fully expressed the view of the donors thereof, be it therefore resolved : That the New York Yacht Club hereby accept Mr. Schuyler's interpretation of the deed of trust, and that we will sail one or more representative vessels *against the same number of foreign challenging vessels.*' The words which we have italicized express the condition which Mr. Ashbury so perseveringly, and for along time fruitlessly contended for. It is incumbent on the New York Yacht Club to find one vessel to pit against the *Livonia*, and one only."

"The Americans, until Mr. Schuyler silenced them, held that Mr. Ashbury was bound to win the Cup from a fleet of yachts, because in 1851 the *America* herself had won the trophy from an English fleet. All along we have been with Mr. Ashbury, but with regard to a point which he raised in a speech which he delivered (was it after dinner ?), we are compelled by a simple reverence for what appears to us to be common justice to take an opposite view."

"He affirms that by virtue of his holding eight certificates from that number of clubs, he is entitled to sail eight matches for the Cup right away. We trow not. Mr. Ashbury is the first challenger under the new regulations, and in the event of his being defeated he is bound by the laws affecting such matters to make way for somebody else. Should there be no challenger forthcoming at the

termination of the period assigned by the conditions for putting the prize up for competition—in this case six months—then possibly the fact of his holding other certificates would entitle him to another effort. The *absurdity of Mr. Ashbury's new claim is so palpable* we are disposed to think that he made it either under the influence of the complimentary speech which had been made by the patriotic yachtsman who proposed his health, or else without giving the matter a moment's thought. Supposing the Americans granted the claim, and the *Livonia* were beaten in eight consecutive matches, does Mr. Ashbury imagine that six months after the eighth he would be eligible to begin again *de novo*? It may not have occurred to him that it is within the bounds of probability that there are other yachtsmen who, stimulated by the patriotic example, would like to have 'a shy' at the Yankees on their own account. There are other yachts in the British fleet than the *Livonia*, and indeed it is believed by very competent authorities that at least two or three of those are better calculated than Ratsey's 'experiment' to restore the *America's* Cup to England. However, Mr. Ashbury will doubtless think better of it. He has no occasion to fight against windmills. The match between England and America—that is to say, between the *Livonia* and a yacht selected by the New York Yacht Club—will afford him sufficient occupation of mind between this and the time of its consummation, which will either be in the autumn of the present year, or the spring of the next. We have had enough and to spare of newspaper warfare."

Mr. Ashbury, in his letter, refers to the decision of Mr. Schuyler, surviving donor of the *America's* Cup, as

to the right of the *Livonia* to sail a match, boat against boat, instead of being compelled to compete against an entire fleet, as in the case of the *America* in 1851. I make the following extract from Mr. Schuyler's letter, published on April 15, 1871, in *The Spirit of the Times*:

"I think any candid person will admit that when the owners of the *America* sat down to write their letter of gift to the New York Yacht Club, they could hardly be expected to dwell upon an elaborate definition of their interpretation of the word 'match,' as distinguished from a 'sweep-stakes' or a regatta; nor would he think it very likely that any contestant for the Cup, upon conditions named by them, should be subjected to a trial such as they themselves had considered unfair and unsportsmanlike." And in conclusion, after discussing the matter at great length, Mr. Schuyler says:

"It seems to me that the present ruling of the club renders the *America's* trophy useless as a 'Challenge Cup,' and that for all sporting purposes it might as well be laid aside as family plate. I cannot conceive of any yachtsman giving six months' notice that he will cross the ocean for the sole purpose of entering into an almost hopeless contest for this Cup, when a challenge for love or money to meet any one yacht of the New York Yacht Squadron in any fair race would give him as great a triumph, if successful, or if his challenge were not accepted, as his heart could desire. If the ownership of the '*America's* Cup' depended upon the result, it would add greatly to the interest of the match; but the absence of that inducement would scarcely compensate for the long odds of sailing against the whole fleet."

"In making this statement I do not intend to controvert the right of the New York Yacht Club to determine what interpretation attaches to the conditions of their acceptance of the Cup."

"If, after the preamble, the first condition had been written thus: 'Any organized yacht club * * * may claim the right of sailing a match for this Cup *against any one yacht or vessel* with any yacht or other vessel of not less than thirty nor more than three hundred tons,' etc., there could, of course, be no question whatsoever as to the meaning; but I still think such additional words would have been unnecessary and superfluous."

"When the word 'match' is used in horse-racing or kindred sports without any qualification, it means a contest between two parties—and two only. If A offer to run his horse against B's horse for \$1,000, and this offer is accepted, it is a 'match'; but if C desires to participate by entering his horse and by putting up his thousand dollars, the match becomes a 'sweepstakes.'"

"The same rule applies to yachts. The *Vesta* and *Fleetwing* made a match for a large sum to sail across the Atlantic. When the *Henrietta* was admitted into the contest it became 'a sweepstakes.'"

"A match may be qualified in terms—as, for instance, A may match his horse or yacht to beat two of B's horses or yachts. A match between two cricket or baseball clubs means one side against the other side; but the cardinal principle is that, in the absence of all qualifying expressions, 'a match' means one party contending with another party upon equal terms as regards the task or feat to be accomplished."

"This general definition of the word 'match' is con-

firmed in its application to the tenure of the *America's* Cup by legal opinions."

"That question must be determined by the meaning of the instrument itself as it stands, and not by referring back to what was intended by the parties who signed it. Mr. Ashbury's intimation of a resort to legal rights in a matter of this kind can hardly be seriously entertained."

The following is an extract bearing on the same subject, taken from one of the New York newspapers of the day, and will show what was thought at the time of Mr. Ashbury's proposition to sail eight races as representative of eight different yacht clubs:

"Mr. James Ashbury announces that he will leave England in his new yacht, the *Livonia*, in September next, and will be ready to compete for the Cup won by the *America* some time in October; but as usual in this gentleman's match there is a hitch. He proposes to roll eight yachts into one and come over as the champion yacht of eight different clubs, considering that the same as if each of the clubs had sent over a separate yacht, and so, if beaten on the first day, sail as the representative of another, thus proposing to himself eight different chances of winning the Cup, and thus giving him eight chances of winning it to the club's one of keeping it. Whether the club will accede to this, *as it has to all other demands of Mr. Ashbury*, remains to be seen. In yielding to his claim to sail against a single yacht they have given a great deal, when it is considered that *the Cup was won by the 'America' against the whole fleet of England*; but this last demand is even more in his favor than that was, for Mr. Ashbury can, after being beaten in the first

race, make whatever alterations in his spars or canvas the experience of that race may suggest, or increase or diminish his ballast and try again, and so go on experimenting through the whole eight races.

Heads I win, tails you lose.

“Then, too, if the breeze be stiff on the day of the race he may take all risks in the way of carrying sail, feeling easy because if his spars do not stand he can get others, and try it over again, while the club boat must carry her sail with prudence, knowing that to lose a top-mast or jib-boom is to lose the race and the Cup. Under these circumstances it is probable that if any club other than the Royal Harwich wants that Cup they will have to send a yacht over to win it for them. The New York Club have acted fairly ; they have waived the six months’ notice, and have agreed to trust all to the fortunes of a single yacht, although that one may lose the race by an accident and there be four or five others in the club faster than the *Livonia*, which would have retained the Cup for the club had the whole squadron run ; and having given up so much it is hardly to be expected that they will yield more.’

CHAPTER IV.

THE "LIVONIA," "COLUMBIA," "SAPPHO."

Description of the *Livonia*—First race with *Columbia* over N.Y.Y.C. course—Race outside—*Columbia* beaten in third race—The *Sappho* wins two races—Mr. Ashbury fights his battles o'er again with pen and ink—Return of three cups presented by him to N. Y. Y. C.

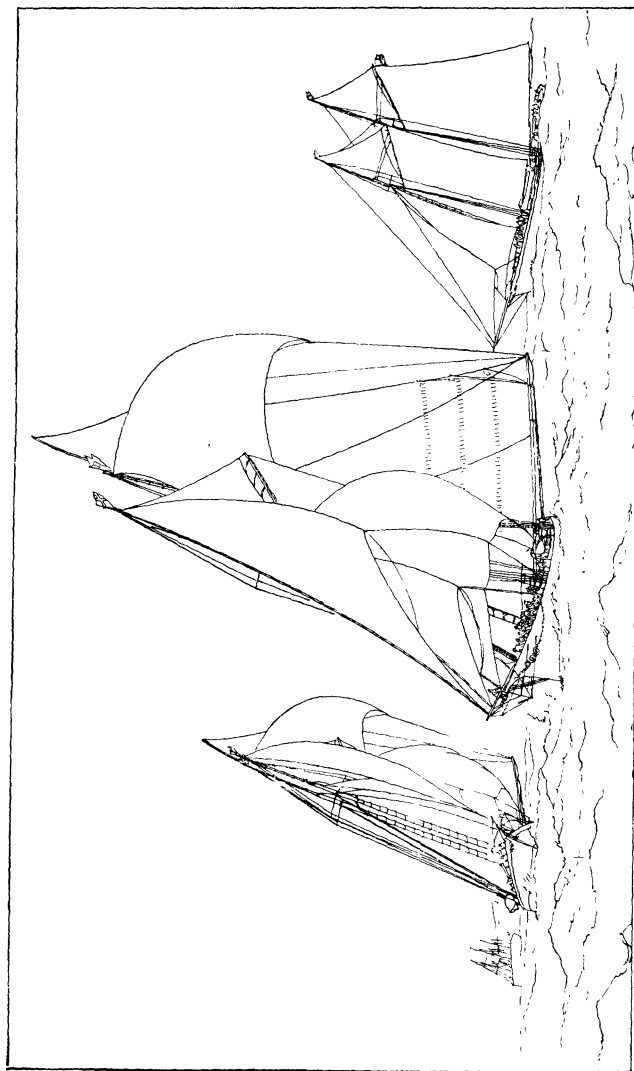
AT last there was to be a race and not a law suit as at one time seemed to threaten. The following description of the *Livonia*, which was printed in one of the daily newspapers of New York, will give a correct idea of the yacht that was to represent "Old England" in the third race for the *America's Cup* :

"The famous English yacht, the *Livonia*, which arrived off the club-house of the New York Yacht Club at Staten Island at a late hour Saturday night, created a decided sensation among the passengers on the Staten Island ferry-boats yesterday, who not only freely commented on her model but on the prospect of her success in this country. During her voyage across the Atlantic the *Livonia* proved herself to be a most excellent sea-boat, having left Cowes on the 2d of September, at 5.30 P.M., and arriving in the bay at 9.30 P.M., Saturday, the 1st inst., making the actual trip in twenty-eight days and twenty-three hours, with an allowance for the difference of

time, during thirty-six hours of which she laid at anchor off Portland Bill, having anchored in Portland Roads at 8.40 P.M. on the 3d inst., where she lay all day on the 4th, sending her staysail on shore for some alterations. At 9 A.M. on Tuesday, the 5th, she again weighed anchor and stood out into the channel, with light breezes. At noon on the 6th passed Eddystone Light, with the weather thick and with heavy rain. At midnight on the same date the Lizard Light bore NNE. from the yacht, eight miles distant, from whence she took her final departure, laying her course for New York, where she arrived as before stated. From her log it appears that her worst days were on the 14th, 16th and 17th ult. At 10 A.M. on the 16th, with a heavy sea rolling, she snapped her foreboom. At 1 P.M. the wind increased to such force as to necessitate the taking of three reefs in her mainsail. At 4 P.M. of the same date she pitched away her bowsprit, which broke close off, and the yacht was hove to for thirteen hours, during which she behaved admirably, neither shipping much water nor rolling very heavy. The weather moderated on the morning of the 15th, and at 8 A.M. she again made sail. On Saturday, the 16th, at 7 A.M., the wind suddenly shifted and blew a gale, during which her double-reefed staysail was torn from its spar and her jib was torn to ribbons, the yacht being again hove to, with the wind blowing a hurricane, the rain coming down in torrents and a tremendous sea running, during which the yacht behaved admirably. At 3 P.M. on the 17th, sail was again made, the yacht having been hove to for thirty-three hours, after which she was again able to lay her course, and with more or less fair and head winds the balance of the voyage was very pleasant."

The preliminaries being all arranged, the first of the races with the *Livonia* was sailed October 16, 1871, over the N. Y. Y. C. course, the *Columbia* being the yacht chosen by the committee. The wind was light from north-west, and the tide on the last of the flood. There was almost as large a number of people present to witness the contest as there had been the previous year when the *Cambria* raced against the fleet. There were steamers of all sorts and sizes and about a dozen yachts. Of the four vessels selected by the committee from which to choose a competitor, viz.: the centre-boards *Columbia* and *Palmer* and the keel schooners *Sappho* and *Dauntless*, only the *Sappho* and *Columbia* were present at the line when the committee came down and named the *Columbia*, a decidedly light-weather boat, against the deep-draught British yacht.

The start was from an anchor, both yachts lying with fore and mainsails set and balloon topsails aloft. The wind swung their sterns partially around, causing them to lie athwart the tide, and each had a spring from her starboard quarter to the cable. The signal to start was given at 10:40, and at once the chains rattled through the hawse-pipes as they slipped their cables, and, the springs canting their heads down, they were off. The "skimming dish," as the Englishman styled the *Columbia*, was first to gather way, and took the lead, going through the Narrows three minutes in advance of the *Livonia*. From this time her gain was steady. I have not the space to follow the race in detail nor is it necessary. The *Columbia*, with centre-board up, drew but five feet, the *Livonia's* draught was double that. In the matter of the balloons also, the *Columbia* had the advantage, her big main-topmast staysail sheeting quite to the



COLUMBIA

SAPPHO.

PALMER.

A BREEZY DAY OUTSIDE.

THE "LIVONIA," "COLUMBIA," "SAPPHO." 67

end of the main boom. All that I propose to record concerning this race is to give the difference of time at the prime points, and they are as follows :

NAME.	SPIT BUOY.	LIGHT-SHIP.	SPIT BUOY.	FINISH.
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Columbia..	12 04 00	1 23 53	3 50 13	4 57 32
Livonia ...	12 08 00	1 38 31	4 31 00	5 23 00

By the above figures the reader can see at a glance that the gain of the *Columbia* was steady. Over 4 minutes ahead at the first mark ; over 14 minutes at the outer mark ; over 30 minutes at the third mark and over 25 minutes at the finish. In the last reach there seemed a gain for the *Livonia*. It was due to the *Columbia* finishing under the lee of Staten Island while her opponent was coming across the bay with a fresh breeze, and it was due to this cause that the finish mark was afterward placed below the Narrows, as it was found that it happened frequently that a boat which had out-sailed her competitors for the whole day and had obtained a commanding lead of the whole fleet, would run under the Staten Island bluff, lose the wind and stop until all had run up to her, and she would lose by having to give time to an inferior boat. In this race, the *Livonia* had to give the *Columbia* 1 minute, 46 seconds.

The result in elapsed and corrected time was as follows :

NAME.	ELAPSED TIME.	CORRECTED TIME.
	H. M. S.	H. M. S.
Columbia.....	6 17 42	6 19 41
Livonia	6 43 00	6 46 55

Columbia won by 27 minutes, 4 seconds.

Mr. Ashbury was not at all discouraged. He said at the close of the contest, that in so light a wind such a result was a foregone conclusion ; but expressed his firm belief, that in a strong breeze, there was no boat in the New York Club that could sail with the *Livonia*. He was mistaken, as many another man has been, and he soon had an opportunity of finding this out, for the next race was sailed in a strong breeze, and his boat was again beaten. The race took place October 18, and the course was from Sandy Hook Light-ship, twenty miles and return. It could not be said to have been a race to windward nor to leeward, for the wind was west-northwest, and the course was east-northeast ; giving the boats a wind four points on the port quarter. It had been light in the morning but breezed up before the start, and it was supposed that the *Dauntless* would be chosen for the contest, but finally, after consultation, the committee chose the *Columbia*.

This is the race that called forth Mr. Ashbury's most energetic protest, and as I sailed on that occasion on the *Columbia*, I propose to give the history of the race somewhat in detail, as I have always thought that in regard to this particular one of many protests, Mr. Ashbury had some show of justice on his side. Previous to the start, when the owner of the *Columbia* brought the written instructions on board, his captain after reading them said, "There is no direction as to turning the mark, how shall I turn it?" "I'll go and see," said Mr. Osgood, and getting into his gig again he went on board the committee boat and returned with the instruction, "Turn as you please."

As stated, with a cracking breeze four points abaft the beam, and with all kites aloft the yachts went flying

off, the *Livonia*, which had started a couple of minutes ahead, keeping her lead for the whole reach. In England, the rule is : when no instruction is given, to leave all marks on the starboard hand. To do this necessitated a gybe, and with her big sprit-topsail aloft, this was a serious matter, and had he known that he was at liberty to turn the mark either way, of course the captain of the *Livonia*, a thorough seaman, would have luffed around ; but he did not know ; he was leading, and believing that he must leave the mark on the starboard hand, he did so ; gybing around it all standing, at the imminent risk of losing his topmast. Of course, with all sheets flowing, he went far to leeward of the mark, and in so stiff a breeze had to luff to and trim flat for the beat home.

The *Columbia*, meanwhile, whose captain did know that he could turn the mark either way, cut in 'twixt the mark boat and the *Livonia's* stern, and tacked around the mark, cleverly getting her sheets aft in the act of tacking, and starting on the home stretch away up on her opponent's weather quarter. The wind hauled sufficiently for the yachts to lay their courses for the Lightship, and from start to finish neither boat made a tack. The wind blew a moderate gale, so that the *Columbia* had to take in her foresail. The *Livonia* hung on to her topsails, and showed what kind of stuff she was made of ; but all to no effect, for the "skimming dish" went over the line ahead, beating her in elapsed time 4 minutes 35 seconds, and by corrected time some 7 or 8 minutes.

The moderate gale became a hard one after the finish, and the boats had all they cared to stagger under, beating up the bay under double-reefed sail. The *Columbia* got no further than Gravesend Bay, where she

anchored for the night, her tired crew turning in, thankful that, so far as they were concerned, the racing was over. Now, with respect to this race Mr. Ashbury protested that the course given was neither dead to leeward nor windward as stipulated—we have seen that he made the same protest in one of the races with the *Sappho* before leaving England; that in a breeze as fresh as this his boat would have stood a fair chance of winning, in a beat to windward; that not having given directions as to the turn of the mark to both boats alike, the committee had been remiss and caused his boat to lose much time. He did not ask that the race be awarded to him, but he did ask that it be declared no race, and that another chance be accorded him. I think that this was a reasonable request and should have been acceded to. The committee thought otherwise.

The following is a copy of his protest, sent to the committee immediately after the race; his further remonstrance was made after the *Sappho* had won two races, of the series which I will hereafter describe, and the committee decided that the match was ended.

October 18, 1871.

To the Sailing Committee of the New York Yacht Club :

GENTLEMEN :—I herewith claim to-day's race for the *Livonia*, on the ground that the *Columbia* rounded the stake-boat (steamer) contrary to your sailing regulations. The *Livonia* was gybed round the mark boat on the starboard hand, passing it to the northward and eastward, while the *Columbia* winded round on the port hand passing to southward and westward. By doing this the latter gained a great advantage over the *Livo-*

nia, as she came out some distance to windward, and the yachts could not at that time lay their course to the Sandy Hook Light-ship. Of course it would be impossible to say now whether the result would have been different had the *Columbia* left the mark boat on the starboard hand, but I am entitled to make a protest against the race being awarded to her on two sufficient grounds: Firstly, by rounding contrary to your instructions she did gain a palpable advantage over the *Livonia*; and secondly, in the interest of general match sailing and the danger of violating such regulations by the most obvious unfairness. It is with great reluctance that I make such protest, especially as I never made a protest in my life before this one and the two under which I am sailing this series of races.* But I am confident you will admit that I am, under the circumstances, fully justified in claiming the race.

Yours truly,

JAMES ASHBURY.

To this the Regatta Committee made the following reply:

JAMES ASHBURY, ESQ.,

Commodore Royal Harwich Yacht Club:

DEAR SIR:—Your protest of the 18th inst. is received and has been laid before the committee. I am directed to state that it cannot be entertained. The sailing regulations for the outside course, a printed copy of which was furnished to you, leaves the manner of turning the stake-boat optional.

I am yours truly,

CHARLES A. MINTON, *Secretary*.

* Mr. Ashbury forgets his refusal to sail the *Sappho* the second race in the English Channel in 1870.

In its report to the Club, commenting on the position taken by Mr. Ashbury, the committee called attention to the protest made by the owner of the yacht *Brilliant*, against the *America* in the original Cup race, claiming that she had passed inside instead of outside of the Nab Light, and that the committee threw out the protest because Commodore Stevens had no written instructions how to turn, and the committee decided that this left him the option of going either way. Also to the fact that the *America* when racing with the *Titania* in England luffed around a buoy precisely as the *Columbia* had done and left it on the port hand, and that *Titania* followed suit and made no protest.

And now for the third race of the series, the *Columbia* was again named next day, October 19th.

Her owner was in town, as his business required his presence there, but he telegraphed down to Sandy Hook that the boat might start. The *Columbia* was all right, but her crew decidedly were not. They were beaten out with the labor of the two previous races, and never dreaming that *Columbia* would again be called on, they had been celebrating their victories a trifle more than was necessary. However, there was no help for it. Her captain had injured his hand on the previous day and another man had to steer the boat. It was after twelve when the start was made—Mr. Ashbury having patiently waited until a boat could be put against the *Livonia*—and there was a fresh breeze from south-west. The *Livonia* got off well, but *Columbia* made a bad start and was full three minutes behind in the Narrows. At the Spit buoy, however, she had recovered all this, when she parted her flying-jib stay, and in consequence of this, after tacking hung in irons, and finally boxed off on the

same tack again, missing stays and losing full six minutes before she got under way again after the *Livonia*, which was now flying out by the Hook with a good lead.

To the Light-ship and back *Columbia* held her own, although the loss of her head-sail caused her to gripe badly, and, of course, retarded her progress, still there was hope for her until she tried to keep off around buoy No. 10 on the return, when the strain on the steering gear was too great and it broke. Of course, the main-sail had to come off of her at once and she ran up under foresail and jib, the *Livonia* beating her fifteen minutes and ten seconds.

This ended *Columbia's* connection with the Cup races. She was afterward purchased by Mr. Lester Wallack, who used her simply for pleasure sailing only. He sold her to her present owner, Mr. H. M. Flagler, who also refrains from racing her. I think it would be interesting if some time this summer, *Columbia*, *Madeleine* and *Palmer* could be pitted against *Montauk*, *Grayling* and *Fortuna*, that we might judge whether progress had been made in the building of centre-boards as it evidently has been made in the keel-schooner class, for if the race at the regattas of the Eastern Club this year be taken as conclusive, the old *America*—which without doubt has a very much superior rig to that she had when she raced in 1851—was not only beaten, but well-nigh distanced by the *Fortuna* and *Gitana*, both modern productions.

The *Livonia* next had to meet the old antagonist of the *Cambria*, the keel-schooner *Sappho*. This yacht, as I have already stated, was built by Messrs. C. & R. Poillon, at their yard foot of Bridge Street, Brooklyn, in 1867, upon speculation. She had extremely fine lines,

and in her trials when new developed great speed. Failing to find a purchaser for her here, her builders sent her abroad, hoping to find a customer for her in Great Britain. Of course it was necessary that the gentleman in charge of her should be a man of business capacity, and I fancy that this gentleman knew more about mercantile business than he did about sailing a yacht. The *Sappho* was badly matched, badly sailed, and badly beaten, and she returned without having found a customer, and was purchased by the present Vice-Commodore of the N. Y. Y. C., Mr. W. P. Douglas, and, as we have seen, by advice of Captain Bob Fish, a celebrated "rule of thumb" yacht designer and very successful yacht sailer, she was "hipped," that is made wider at the water line. There was quite a spirited controversy as to the policy of this alteration, the Poillons contending that their model was perfect and that the hiping would spoil it. The result, however, was that the boat went back to England and, as stated, beat her old antagonist, the *Cambria*, with ease.

She was chosen for the fourth race with the *Livonia*, the course being twenty miles from the Light-ship.

The committee hesitated 'twixt her and the *Columbia*, which latter boat they towed out to the mark and had in reserve. The *Dauntless* also was out there in readiness. The Committee, however, although the wind was light were satisfied with the appearance of the *Sappho*, and the *Columbia*, which had her racing flag apeak, was ordered to haul it down, and at once the *Sappho* displayed the colors of her owner, a white diamond in a blue and red swallow-tail, at her gaff end. The course given was south-southwest, the wind at start very light from south, the tide setting north-east, and half done. In company,

were the schooners *Enchantress*, *Columbia*, *Dauntless* and *Dreadnaught*. The only attendant excursion steamer was the *Magenta*, as nearly all curiosity about the races had died out, the result being considered a foregone conclusion.

It was a pity, however, that more people could not have seen what was beyond doubt the grandest race of the season. The committee gauged the wind just right, for it backed to south-southwest soon after the start and made a course dead to windward, the only one of the series when this condition obtained. The start was just after noon, the *Sappho* in the lead by about two minutes and the positions did not change much until about three o'clock ; then the wind increased to a fresh whole-sail breeze and the sea got up a bit, and then the *Sappho* showed what she could do. Heeling till her planksheer was awash, she dashed through the water like a hunting shark. Both topsails were stowed, and still she was so overpressed with canvas that at times she would bury her rails and carry the water clear to the hatch coamings. The only boat she carried, a small twelve-foot affair hired for the purpose to answer club regulation, was stowed in the cock-pit, and in one of the hardest of the puffs she buried herself a little more than usual, the cock-pit filled, and the boat, which was on its keel, floated out and went over the lee-quarter, carrying with it a brand-new suit of India-rubber cloth which the Commodore had purchased that morning and put in the boat so as to have it handy. The boat I believe was afterward picked up and returned, but the Commodore still laments the loss of that suit. Judging from all her numerous performances, and the ease with which she won two of this series of races, I am convinced that the yacht

has yet to be built which could beat the *Sappho* on any point of sailing. In one of the reaches she had a position about two miles away from the *Livonia* and right ahead of her, and in a short time she had not only doubled her distance, but was full three points on the *Livonia's* weather-bow. That almost marvellous quality that the *America* had, of seeming to go sideways bodily to windward, the *Sappho* had in a still more marked degree.

The turn of the mark was as follows :

	H.	M.	S.		H.	M.	S.
<i>Sappho</i>	4	02	10	<i>Livonia</i>	4	29	45

and when it is considered that nearly all this was the gain of an hour after the increase of wind, it will be seen that the *Sappho* was indeed a wonderful boat. On the run in, she took things easy. There was still another race and why take any risk? The final figures do not therefore fully indicate the *Sappho's* victory. She could easily have lessened her time five minutes had she been driven. The result, however, was as follows :

NAME.	START.			FINISH.		ELAPSED TIME.		CORRECTED TIME.	
	H.	M.	S.	H.	M.	S.	H.	M.	S.
<i>Sappho</i>	12	11	00	5	44	24	5	33	24
<i>Livonia</i>	12	12	52	6	17	30	6	04	38
							6	03	45

Sappho won by 30 minutes 21 seconds.

Previous to this race Mr. Ashbury, in order to reserve all his rights, sent to the committee the following :

NEW YORK, *October 21, 1871.*

GENTLEMEN :—I continue the series of races without prejudice to my confirmed claim, the subject of your communication of the 20th.

JAMES ASHBURY.

The final race of the series was sailed October 23, 1871, the *Sappho* being again the chosen boat, the wind at start a whole-sail breeze from west and an ebb-tide nearly done. The grand performance of the *Sappho* on the previous occasion, had once more awakened public interest in the match, and the fact that this was probably the final race intensified it. The excursion steamers were prompt to take advantage of this state of affairs, and the *Magenta*, *Eastern Queen*, *Josephine*, *Antelope*, *Arrowsmith* and *D. R. Martin*, all large side-wheelers, were present crowded with people, while in addition to these, there were full a score of screeching tug-boats and an array of small and large sailing craft such as had not collected since the *Cambria's* race of the previous year. For the first time since the shaking up she received on the day of the second race when she accompanied the racers, the *Palmer* was present ; she had come out of the hospital, and was looking fine as a fiddle. This would have been a grand day for her, a splendid light-weather boat, but the committee had got to that point where it could afford to be liberal, and although it was the inside course they chose for it the least fitted of all the four yachts, for the *Sappho*, on account of her great draught and extreme length, was a poor boat for this course.

The committee also offered the *Livonia* a flying start, if such was preferred, but shrewd Captain Wood, know-

ing that as wind and tide were, the start from an anchorage would bother the *Sappho* more than it would his boat, declined the courtesy. Both got springs on their cables and awaited the signal. When it was given, *Livonia* canted right and was off ; but *Sappho* perversely canted to starboard and had to make a board in toward Staten Island and tack, giving *Livonia* a clear lead of about three minutes.

The *Sappho* carried working topsails on both fore and main, while *Livonia* had only main-topsail set and fore-top-mast housed. As soon as the American schooner got straightened down, she began to gain, and at buoy No. 11 she went cleverly through *Livonia's* lee and took the lead, from which she was not afterward displaced. At buoy No. 10 she was nearly two minutes in advance, and at the Light-ship led by over twelve minutes. At the buoy as she was returning, she had stretched out her lead to over twenty-four minutes, and she added two more minutes to that in the run across the bay. The following are the figures of the race :

NAME.	START.			FINISH.			ELAPSED TIME.			CORRECTED TIME.		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
Sappho....	11	21	00	3	59	05	4	38	05	4	46	17
Livonia ...	11	21	00	4	25	41	5	04	41	5	11	44

Sappho won by 25 minutes 27 seconds.

Then the fun began. Mr. Ashbury at once sent the following letter to the Committee of the New York Yacht Club :

October 23, 1871.

GENTLEMEN :—Assuming that I am right as to the ultimate virtue of my protest as regards race No. 2, I now

claim a continuation of the series for the possibility of winning two more, in which case I should claim the Cup, as already intimated. The *Livonia* will be at her station to-morrow for race No. 6, if the committee decide to entertain my claim. If not, I hereby give you notice that I shall sail twenty miles to windward and back, or to leeward, as the case may be, and as already requested I notify you to send a member of the club on board to see that the rules of the club are complied with. If no competing yacht is at the station the *Livonia* will sail over the course, as also on Wednesday, the 25th, at the same time. Please clearly understand that the continuation of the races will be without prejudice to your decision as to my protest for race No. 2.

JAMES ASHBURY.

The committee sent no reply to this, but late that night it was arranged between the Commodore and Mr. Ashbury that the *Dauntless* and *Livonia* should sail next day for a fifty guinea cup.

The next day, after the close of the Cup contest, that is October 24th, the *Dauntless* and *Livonia* raced twenty miles out from the Light-ship, and the *Dauntless* won by 10 minutes 31 seconds. As the committee did not name the *Dauntless*, Mr. Ashbury claimed that this was a private match, but claimed that his boat having gone over alone, so far as the club was concerned, he was entitled to claim this as one of the series of seven races, and he arranged for a race with the *Dauntless* again October 25th ; and although the race did not come off, in consequence of the sea being so rough that the mark boat would not go out, Mr. Ashbury claimed that having had his yacht at the line ready to start and there

having been no boat to meet her, this also should be credited to the *Livonia*. He therefore claimed the Cup, reckoning up the *Livonia's* victories, as follows: The second race because *Columbia* went wrong side of stake boat, the third race, when *Livonia* beat *Columbia*, and the sixth and seventh races, because no boat was sent by the N. Y. Y. C. to meet *Livonia*. Total, four out of seven. It was something like the landlord's manner of reckoning with the sailor, "\$5 you had, and \$5 you didn't have, and \$5 I ain't going to give you, and that makes \$15."

The final disposition of Mr. Ashbury, so far as the club was concerned, is best expressed by the following official copy of the minutes of the first club meeting for the year 1872.

At the first general meeting of the New York Yacht Club for the year 1872, Mr. Schuyler, of the committee on "arrangements for contest with *Livonia* for the *America's* Cup," read the following report, which was accepted and ordered on file:

"The committee appointed to arrange the contest for the *America's* Cup, under challenge by the Royal Harwich Club, through James Ashbury, Esq., with the schooner yacht *Livonia*, beg leave to submit their final report. The committee was appointed on the 4th of October, 1871, its action being subject to the decision of the club, and was instructed to report at a meeting to be held on the 10th of the same month. On the 10th of October, at a meeting of the club, the committee submitted the correspondence between them and Mr. Ashbury, which was ordered on file, and reported that no conclusion had been arrived at as to the conditions of

the race. After a long correspondence, a conclusion was reached in accordance with the instructions given to the committee, which were followed out in the series of races sailed with the *Livonia*. It was also verbally agreed that the committee should confine its selections of a yacht on each day to one of the four schooners named in their communication to Mr. Ashbury of October 6th, viz.: *Columbia*, *Dauntless*, *Palmer*, and *Sappho*. In regard to this correspondence, the committee beg leave to remark that its tedious length and somewhat acrimonious character on the part of Mr. Ashbury arises from some supposed right claimed by him, to sail as many races on successive days for this Cup with one vessel as he can obtain foreign yacht clubs to appoint him and his yacht as representatives of their club and squadron. He overlooks the fact that the deed of gift of the Cup carefully guards against any such sharp practice, which would not only make the contest uninteresting, but would enable a very inferior yacht to win the Cup, by securing one out of twelve, twenty or more trials, as would almost inevitably be the result. The clause alluded to in the deed of gift is the one which requires six months' notice to be given by the challenger before the race can come off. It is a well-established principle in regard to challenge cups or trophies of any kind that, when under acceptance of a challenge from any one party, no action can be taken with any other until the existing issue is decided. There are many good reasons for this acknowledged rule—among others the very obvious one that, as the cup may be lost under the pending challenge, it could not be expected that time or money should be wasted in making preparations in advance to hold what may

have passed into the hands of another. If, therefore, Mr. Ashbury desires, as he has a right to do, to send twelve different challenges with one yacht from twelve different clubs, and any of them, say the first on the list, has been accepted, the club holding the cup, to avoid such an unsportsmanlike contest would undoubtedly require that the six months' notice from the remaining eleven should date successively after the termination of the preceding event, so that six years would elapse before the business was finally closed up. On the other hand, if by accident or design several clubs should desire to contend for the cup at about the same time, each with its own representative yacht, the club in possession (and we speak confidently in such a case for the action of the New York Yacht Club) would, in all probability, waive the required notice and meet their competitors in a sportsmanlike spirit, avoiding any unnecessary delay arising from accidental causes. In the present instance, from the first telegram of the New York Yacht Club through Commodore Bennett, dated June 6th, 1871, waiving the six months' notice, to the last letter of this committee, dated October 13, 1871, Mr. Ashbury has been officially recognized as representing the Royal Harwich Yacht Club, and no other, although he seemed persistently bent upon placing a different construction upon his and their relative positions.

FIRST RACE.

Monday, October 16.—New York Yacht Club course. Yacht selected, *Columbia*, Franklin Osgood, Esq. ; wind light ; *Columbia* winner by 27 minutes 4 seconds.

SECOND RACE.

Wednesday, October 18. — Outside course, twenty miles from Light-ship and return ; to sail dead to windward going or returning ; yacht selected, *Columbia* ; heavy wind. *Columbia* winner by 10 minutes 33 seconds. The committee regret to be obliged to report Mr. Ashbury's dissatisfaction with their decision in this race.

From its inauguration to the present time, in all matches sailed under the rules of this club, it is a settled rule that the manner of turning a stakeboat or mark of any kind is optional unless specified to the contrary. For this reason it is customary, when sailing in regattas or sweepstakes, to specify the manner of turning a stakeboat, in order to lessen the danger of collision when a large number of vessels are competing in a race. But in matches between two vessels, of which many have been sailed under club rules, it has never been customary to do so. As far as it is known to your committee the same rule holds good in England now. It can be stated with certainty, however, that such was the rule when the *America* won this Cup in 1851. August 23, 1851, the day after the race for the Cup, Captain Ackers, of the yacht *Brilliant*, sent a protest to the Commodore of the Royal Yacht Squadron against awarding the Cup to the *America* on the ground that she had passed inside instead of outside of the Nab Light, the latter course being the usual one in the annual regattas of the Royal Yacht Squadron, which was the course selected for this contest. The committee having ascertained that the written instructions to Commodore Stevens did not mention the manner of turning the Nab, decided unanimously against the protest, on the ground that, when not

specified to the contrary, the manner of turning any mark or stakeboat was optional. On the 28th August, 1851, the *America* sailed a private match with Mr. Stephenson's schooner *Titania*, twenty miles before the wind and back, the Earl of Wilton, Commodore of the Royal Yacht Club Squadron, being, by desire of Mr. Stevens, the sole umpire of the race. The *America*, going down before the wind, rounded the mark steamer precisely as the *Columbia* did in the present instance—that is, leaving it on the port hand and luffing up on the port tack. The *Titania* was nearly five minutes behind, and therefore had ample time to turn, leaving the steamer on the starboard hand, as the *Livonia* did, and thus might have claimed the stakes under a protest. Mr. Stephenson, however, followed the *America's* track, and although, as the previous contest shows, our English brother yachtsmen were quite ready with protests, no question was raised by him or by the umpire or by any outsider on the ground now claimed by Mr. Ashbury as the authorized rule. The committee have dwelt at some length on this matter because, although by the rules of this club there is no appeal from their decision, Mr. Ashbury not only declined to accept it as final, but made it the foundation of communications to them through the press, which were of a disagreeable character generally, threatening to appeal to tribunals unknown to this club for redress against what he deemed unjust treatment. The friendly relations which from an early period in its history have existed between this club and the Royal Harwich, of England, have induced the committee to take no notice of the communications referred to, presuming they would not be indorsed by the club which, in other respects, Mr.

Ashbury has represented in so spirited a manner, and they are on that account not incorporated in this report.

THIRD RACE.

Thursday, October 19.—New York Yacht Club course.

It was the intention of the committee to give the *Livonia* an opportunity of testing her powers with one of the other yachts on the list, and they had notified Mr. Osgood that the *Columbia* would not be selected for this race. Upon arriving at the anchorage the *Sappho* and *Palmer* were not there, and the *Dauntless*, though apparently not expecting to be called upon, was necessarily selected. When towing her into position some of the headgear was carried away and she was unable to start. Mr. Osgood at once tendered the *Columbia*, although her captain was disabled by an accident. No overhauling had been done of sails, spars, etc., since her late severe work, and he himself unable to take personal charge of his yacht, as has been invariably his custom. Wind fresh from south-west. The *Columbia* lost three minutes from the start; recovered it at South-west Spit, where she parted her flying-jib stay-hook, depriving her of the use of her flying-jib during the remainder of the day, and losing six minutes at this point in consequence of missing stays. From buoy No. 10 to the Light-ship and back to buoy No. 10 the *Columbia* held her own, notwithstanding the loss of the flying-jib, and the neglect of the sailing-master in not reducing the aft sail. At this point, the continued strain on the steering gear finally carried it away, and she was thrown out of the race, coming in with her mainsail furled—*Livonia* the winner by 15 minutes and 10 seconds.

FOURTH RACE.

Saturday, October 21.—Outside course. Yacht selected, *Sappho*, William P. Douglas, Vice-Commodore. Wind south-southwest, light at first, but increased to whole-sail breeze. *Sappho* winner by 30 minutes 21 seconds.

FIFTH RACE.

Monday, October 23.—New York Yacht Club Course. Yacht selected, *Sappho*; wind west by south, fresh; afterward moderate, ending with full whole-sail breeze. *Sappho* winner by 25 minutes 27 seconds. This finished the series, and the much-coveted Cup still remains with the New York Yacht Club. The time given is the corrected time by the New York Yacht Club tables of allowance. The *Livonia* gave a slight allowance of time to the *Columbia*, about the same as she received from the *Sappho*. These series of races enabled the club to try the English schooner with centre-board and keel yachts, both of them in light and heavy weather, smooth water and rough. In no state of the weather, or in any point of sailing "by or large" did the *Livonia* show any superiority over the *Columbia* or *Sappho*. In a private match with the *Dauntless*, Commodore Bennett, with allowance of time by New York Yacht Club rules of 1870, outside course, the same as these club matches, the *Livonia* was beaten by 11 minutes 3 seconds actual time, 6 minutes 3 seconds corrected time, by rules of 1870.

All of which is respectfully submitted.

MOSES H. GRINNELL, *Chairman*.

When Mr. Ashbury returned to England, he wrote a letter to the New York Yacht Club, finding fault

with the New York Yacht Club measurements, intimating that the races he had sailed in this country would have been won by him had they been sailed under the measurements of the Royal Thames Yacht Club, although on what grounds he would have the N. Y. Y. C. change their system of measurements to suit his ideas does not appear. He suggests that the N. Y. Y. C. make certain alterations in their system of time allowances, and seems to insist that centre-board vessels should not be allowed to compete in the regattas of that club. He accused the N. Y. Y. C. with "unfairness and unsportsmanlike proceedings," and threatens that if he ever determined to visit America again in quest of the Challenge Cup, he would bring his legal advisers with him, and insist upon having all the races for which he would enter his yacht while here sailed under direction of the law courts of New York, or in his own words, "the law courts of New York would be required to express official judgment on the advice of eminent Queen's counsel, without whose favorable opinion as to my rights I should not have sailed." In the late races yachtsmen on both sides of the Atlantic were thoroughly tired of Mr. Ashbury and his letters, complaints and protests, and the New York Yacht Club laid the letter from which I have quoted on its table, and there it remains until this day, Mr. Ashbury having been informed of its reception and the disposition made of it.

Before Mr. Ashbury lost his temper, with the loss of the races for the Cup, he placed in Mr. James Gordon Bennett's hands three prize cups to be sailed for under certain conditions by the N. Y. Y. C. At the meeting when Mr. Ashbury's letter was read, the

following disposition was made of the three prize cups :

Whereas, Inasmuch as Commodore Ashbury has charged the New York Yacht Club with sharp practice and unfair and unsportsmanlike conduct in their dealings with him,

Resolved, That they cannot with any respect compete for the cups which were deposited with Commodore Bennett by Commodore Ashbury, to be sailed for by the yachts of the New York Yacht Club, and that the secretary be instructed to return the cups to Commodore Ashbury.

This report was unanimously adopted.

CHAPTER V.

1876. The *Countess of Dufferin*—Royal Canadian Yacht Club—Further concessions by N. Y. Y. C.—Letter of the owner of the *Countess of Dufferin*—Description of the Canadian Yacht—*Madeleine* chosen to defend the Cup—*Madeleine* wins—*Countess of Dufferin* in the Sheriff's hands—Change of name and transfer to Chicago.

THE prospect of being called upon to defend the *America's* Challenge Cup against foreign competitors has the effect of keeping the members of the New York Yacht Club perpetually on the alert, so that the appearance of the following letter in the New York *Herald* of April 8, 1876, caused no little stir in yachting circles.

Editor of the Herald:

SIR :—I am in receipt of a letter from Mr. Charles Gifford, Vice-Commodore of the Royal Canadian Yacht Club, challenging the New York Yacht Club for possession of the "*America's* Cup" or "Queen's Cup," as it is usually termed, provided the latter club consent to waive the six months' notice. The *Countess of Dufferin*, schooner yacht, is named as the challenging vessel.

C. A. MINTON, Secretary, N. Y. Y. C.

The *Herald* commented upon the letter as follows :

"The challenge from Mayor Charles Gifford, Vice-Commodore of the Royal Canadian Yacht Club, just

issued to the New York Yacht Club, for possession of what is generally known as the "Queen's Cup," won by the *America* in English waters in 1851, will doubtless be hailed with satisfaction. No more opportune time for an international contest could be chosen than during the coming season, when centennial matches will be the order of the day. Whatever impressions may have been created by the exploits of the argumentative and irrepressible owner of the *Cambria* and *Livonia* in his efforts to retrieve the yachting fame of England, there is little reason to apprehend in the future any obstacle whatever in affording all comers every possible chance to carry away the much-coveted prize. Indeed, from more than one stand-point it would be almost desirable if some foreign competitor should hoist a winning pennant at the close of one of our international regattas this summer, such event being anticipated, for it is evident that foreign proprietorship of the royal Cup would not be without the most beneficial results. Several English yachts will, it is said, run across the Atlantic during the season, and will probably take part in the yachting programme already arranged. It is gratifying to learn, moreover, that the centennial yacht—which is to represent the Dominion in our waters—will be entirely new, and from all accounts promises to be a very fast vessel. She is at present in course of construction at Coburg, and will, it is thought, be launched within a month. In his letter to Mr. Minton, Secretary of the New York Yacht Club, Major Gifford intimates a desire to participate in the Centennial Regatta, which is announced to take place in the latter part of June. He also asks in view of his challenge to race for the "Queen's Cup," the New York Yacht Club to consent to waive the six months' notice

required. A meeting of the club will be held on Tuesday next, when doubtless all these matters will be satisfactorily arranged. The new British champion, which is to fly the colors of the Royal Canadian Yacht Club, will be known as the *Countess of Dufferin*, and it would appear that the most sanguine hopes are entertained of her success, such hope being based on the fact that the *Ina*, *Lady Standly* and *Annie Cuthbert*, by the same builder, are well known throughout the Dominion as fast sailers. It is understood that the yacht will be commanded by Mr. Gifford, and that Captain Cuthbert, the builder, will act as sailing-master."

The special meeting of the New York Yacht Club, April 20th, 1876, was the largest held in years. Nearly every yacht was represented, and Major Gifford's challenge being read, it was unanimously resolved "that the challenge be accepted and the six months' notice waived; and that if the challenger desired a series of races in July, he should have one over the inside course, one outside, and if a third was necessary it should be determined by lot; but if he preferred to race in August, then he should be invited to join the club on its annual cruise, and sail over the Block Island course one race, another twenty miles to windward, the third, if a third was necessary, to be determined by lot."

This action of the N. Y. Y. C. was prompt and sportsmanlike. It has been too much the fashion to charge the club with sharp practice and "all that sort of thing." From first to last, the club has acted in the most commendable spirit, and I quote an editorial of a New York paper which seems to go at once to the marrow of

the matter ; and in my opinion does the club no more than justice.

"The New York Yacht Club, at its meeting last night, seems to have met the proposition of the owner of the Canadian yacht, *Countess of Dufferin*, in the proper spirit and with all courtesy. The challenge to sail for the "Queen's Cup" was promptly accepted, and the six months' notice named in the deed of gift of the Cup to the club being only inserted to enable the holder of the Cup to build a new yacht, if it were desirable to do so, was waived without the least objection. The club then, foreseeing that the present challenger might object, as Mr. Ashbury did, to a single race, as liable to be won or lost by a "fluke," gave him the option of best two out of three. The club also proffer for his acceptance both an inside and an outside course. Further than this, and to meet another possible objection that was made by Mr. Ashbury, that the New York inside club course is an unfair one for a stranger, the club proffer to him, if he shall so desire, a race over the open course from Fort Adams to Block Island and back, and also a race twenty miles to windward and back. In other words the club say to this gentleman, "We accept your challenge and will do our best to secure for you as fair a contest as you may desire." This liberality on the part of the club will, no doubt, commend itself to the general public, which in the case of the contest for the special prize, is quite as much interested as the club itself. The original acquisition of the Cup was a triumph for American model and rig, and although we all hope long to retain this prize as evidence of our continued superiority in these respects, it would be better

to lose it than to retain it by anything else than a continued superiority."

Major Gifford, however, was not satisfied with the concessions made in his favor. Like *Oliver Twist*, "he wanted more," and May 2d he writes as follows :

The Regatta Committee of the New York Yacht Club :

GENTLEMEN :—I am in receipt of your favor of April 24th last, containing conditions of sailing for the *America* Challenge Cup as determined on by the New York Yacht Club. It appears to me that there are four conditions for settlement by mutual consent between contending parties, viz.: the time of sailing the race, the course to be sailed over, the number of races to be sailed, and the number of yachts belonging to the challenged club that are to contend in the race.

This latter condition is the most important of all, and from your letter of April 24th, I can gather nothing as to your views in the matter. You have probably left it for future determination, not knowing but that other clubs may join in the contest. It might happen, however, that my yacht, which I may say is the only one from the Royal Canadian Yacht Club that will send to you a challenge, may be the only one you will have to contend against. Should the *Countess of Dufferin* be the only contending yacht, I should feel much obliged if you would inform me whether you would in that case match one yacht against her, or one out of four, as in Captain Ashbury's case, or whether it is to be an open race for all the yachts of the New York Yacht Club Squadron to sail against her. I ask for this information because according to the terms on which the New York Yacht

Club holds the Cup, the match is to be determined by mutual consent, and before assenting to the conditions mentioned in your letter of April 24th, I should like to know what the intention of the New York Yacht Club is in the matter—that is to say, how many yachts the New York Yacht Club intend to sail against the *Countess of Dufferin* in the match race of the Cup.

I have the honor to be, gentlemen, yours respectfully,

(Signed)

CHARLES GIFFORD,

Vice-Commodore of the Royal Canadian Yacht Club.

The committee having asked for instructions, the Club directed them to inform Major Gifford that "a yacht would be at the starting-point to sail the match on the morning of each race" and the 10th, 12th, and 14th of July were named as the dates of the races.

The fact was, Major Gifford was entitled to just one race over the course of the New York Yacht Club, and had nothing to do with the selection of the yacht to sail against him. He challenges the whole club and virtually says, "Put any boat you have against mine for this race." The club on receipt of this says, "We will do better than that for you ; if you desire it, you shall have three races instead of one ; if you don't like the inside course we will give you one race and a chance for another outside. If you like the Newport course better than the New York, we will race with you there."

Mr. Gifford rejoins, "I want you to specify beforehand the yacht I have to meet ; I name my boat in advance, and have to take all chances of weather ; won't you do the same ?" Now Major Gifford had a right to ask this or any other condition, but the New York Club ought not to have been blamed if they had refused it,

for the right to a single race being waived, and the matter made subject to mutual agreement, it was the duty of each side to obtain the best terms possible for its client. People who write ignorantly about this subject, seem to think that this Cup is the property of the New York Yacht Club, but it is of course nothing of the kind, the club is simply a trustee, and it would be doing no more or less than duty required, if it simply insisted on the conditions of the deed of gift, and said, "Bring on your yacht and sail your race." There has never been a race for this Cup except the first one with *Cambria*, where the club has not made great concessions and yielded almost all that has been asked, and yet in each case it has been sharply criticised because it did not yield more. In this case, at a later meeting of the club (May 25th), by a vote of eleven to five (only owners of yachts may vote in this club), Major Gifford's request was acceded to, and the club agreed to name the champion yacht in advance, and to name but one.

It is hard, however, to please the public, which in this matter of the *America's* Cup seem to consider the business its own, and here is a specimen of the diverse opinions with which this action of the club was regarded. The *World* said editorially :

"The New York Yacht Club, by its action last evening in promptly accepting the proposition of the owner of the Canadian yacht to sail for *America's* Cup a series of three races, the winner of two to take the Cup, and to name their boat on or before the 1st of July, will win golden opinions from all true sportsmen, since it insures a perfectly fair race, with no advantage to either side, a race in which either side may be defeated, without dishonor either to itself or to the other."

And on the same morning the *Herald* editorially discussed the matter, saying :

"It is to be regretted, however, that Commodore Gifford having inquired of the proper persons on what terms the Queen's Cup could be sailed for, and having been explicitly answered, did not at once determine either to sail for the Cup on those terms or to drop the subject, rather than to protest or criticise and cavil and propose new terms of his own. No good reason can be given why Commodore Gifford should not take the same chances that were taken by Mr. Ashbury. That gentleman was certainly hard enough to please, and the terms which, after thorough examination and discussion repeated to tedious extremity, were held to be just and fair toward him, cannot be unjust or unfair toward another."

By the last of May we heard that the *Countess* had made a trial trip, and that her performance was satisfactory—when did we ever hear otherwise of a new boat? All sorts of rumors were current about the new schooner ; some saying that she was built from a model by Mr. M'Giehan, of Pamrapo, N. J., and was simply an American design built in Canada, and although this was denied with a force that almost smacked of indignation, it is quite certain that, whether designed here or not, she was just a copy of the American schooners, and a poor copy at that. The following description of the new schooner is from a Kingston, Ontario, paper :

"This yacht, of which so much has been said, and in which the interest of yachtsmen is so generally

centred, arrived in the harbor to-day at half-past one o'clock. She sits most gracefully in the water, and looks as saucy and rakish as the most enthusiastic sailor could desire. She is 107 feet long over all, 24 feet beam, and will only draw $6\frac{1}{2}$ feet when in racing trim. Her mainmast is 65 feet and her topmast 30 feet long. She carries a main-boom 55 feet in length, and will spread nearly 4,000 yards of canvas. She has plenty of sheer, and is as handsome a yacht, taking her all around, as we ever saw. Her hull is painted black and her decks of a light straw-color. Her internal arrangements are very good; she is 221 tons register, but is so sharp fore and aft as to make her rooms less available; however, she will accommodate eight in her cabins. Her counters are pared away very much, and her stern overhangs 11 feet. This, with a rakish bow, said to be sharpened on the lakes, gives her a dashing appearance. Her crew consists of Major Gifford, V. C. R. C. Y. C., captain; Alexander Cuthbert, sailing-master; Captain J. Brotherston, navigator; W. Stocker, mate, and seven seamen. After getting her new topsails and rigging here, she will proceed to Quebec, where a new mainmast will be ready to be put into her, the present one being found too small for such a large mainsail, which is said to be the largest ever made at Kingston."

Captain Cuthbert, her designer and builder, in a letter to a friend, says:

"I have been working for the past two weeks on a large yacht, and expect to have her in frame in a few weeks. I am building her to go down to Philadelphia, and then to New York, to run for the Queen's Cup.

"She is to be built with the best of white oak, and fastened with galvanized iron. It is the finest model I ever made without exception."

Her builders ran short of the funds necessary to build and equip this marvel, and a local paper states :

"We understand that a plan of selling tickets at so much apiece, each ticket to represent one share of the yacht, and one vote in controlling her when built, is contemplated, so that the many may be able to join in aiding a scheme which is worthy of every encouragement."

The New York Yacht Club Committee finally named as its champion schooner the *Madeleine*, and the following description of her will interest yachtsmen :

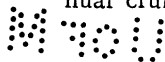
"The schooner-yacht *Madeleine* has undergone many changes since she was first launched, having begun her career as a sloop, built by David Kirby in 1868. She has been successively altered and lengthened at each end and in the middle, till there is at present but little of the original *Madeleine* left. Her centre-board trunk was lengthened, so as to give her a much longer board ; her spars were increased in length, and she received an entire new suit of sails. The previous spring she had been hipped and her sailing had been much improved. She won the Regatta of the Brooklyn Club, sailed June 22d, 1872, but she had no vessel against her but the *Eva*, and the race itself was little better than a drift. On the 24th of June, 1872, she won a more substantial victory, defeating the schooners *Resolute*, *Tidal Wave*, *Magic*, *Eva*, *Foam*, and *Peerless*. The victory, however, was due to luck quite as much as to speed. The race was for the "Wallack" Cup ; the course was from

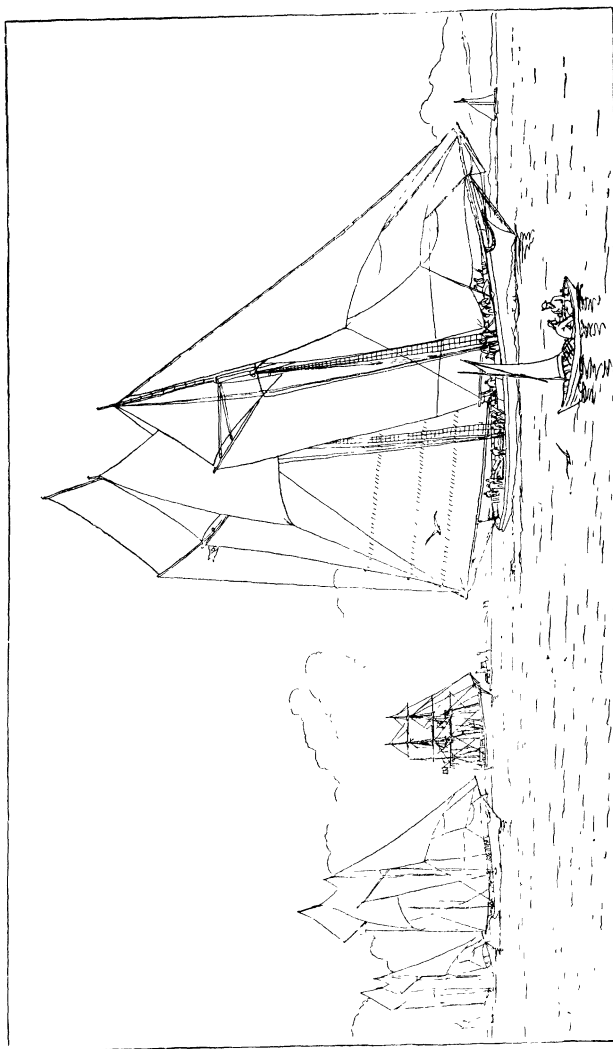
the Hook down to Long Branch, and the wind being ahead at the start the *Madeleine* reached further off shore than her sister yachts, and getting a change of wind two points in her favor as she came in on the port tack she was enabled to lead the fleet. Throughout the balance of the season, although always counted among the fastest ones, there was nothing extraordinary in her performance, but after the alterations spoken of above in the spring of 1873, she at once took rank as among the fastest of the fast ones. She first appeared on June 6, 1873, in the annual regatta of the New York Yacht Club, and made the fastest time on record at that time, viz. : 4h. 1m. 20s., the course being from off the fort at the lower point of Staten Island, around buoy 8½ to the Light-ship, returning over the same course. The *Idler* was the second boat, her time being 4h. 11m. 4s., actual time being given in both cases. The *Madeleine* sailed again in the regatta of the Brooklyn Club on June 12th, and was the only schooner except the *Fleur de Lis*, that made the course, the race being a drift. Her time was over nine hours, but the judges gave her the prize. In the annual cruise of the Brooklyn Yacht Club of this year in the latter part of July, the *Madeleine* led the fleet universally in its runs from port to port. During the cruise of the New York Club the *Madeleine* won in the first regatta, sailed August 22d, the course being the usual one—from Fort Adams to Block Island and return. The breeze was from the southward, and again the *Madeleine* made the best time then recorded, viz. : 3h. 22m. 23s., actual time. This race was for a 'Bennett' Cup. On August 24th, in the race for a 'Douglas' Cup, from Brenton Reef to the Sow and Pigs and return, the *Madeleine* won in 4h. 30m.



38s., actual time, the *Tidal Wave* being next in 4h. 51m. 38s. actual time. During the season of 1874 the owner of the *Madeleine* refused to run her. She had won every regatta in which she had been entered the previous year, and the title of 'Mug Hunter' began to be given her, which decided Commodore Voorhis to withdraw her from all contests, and during the cruise of the Brooklyn Club, of which he was Commodore, he left all his racing canvas in New York, so as not to be tempted into a race. Nevertheless, in the run from Newport to Martha's Vineyard, under working sails alone, the *Madeleine* again made the quickest recorded time, viz. : 3h. 34m. 30s., beating the *Comet*, with all racing canvas set, over two minutes."

"In the spring of 1875 the *Madeleine* was purchased by her present owner, Commodore John S. Dickerson, of the Brooklyn Club. In the annual regatta of the New York Yacht Club for that year, sailed on June 16th, the *Madeleine* met her first defeat since her final alterations in the spring of 1873. Here she came in second, the *Palmer* beating her 18m. 3s., actual time. On the 19th of the same month, at the regatta of the Brooklyn Club, in a stiff north-west wind, the *Madeleine* made the run from Bay Ridge to the Light-ship in 1h. 40m. She lost the race, however, the *Comet* beating her on corrected time, but in actual time she led the *Comet* 3m. 31s. On July 11th she led the fleet from Sandy Hook to Cape May, beating the *Mohawk*, *Idler*, *Dreadnaught*, *Resolute*, and *Rambler*. The regatta at Cape May, on July 13th, was won by the *Madeleine*, she beating the *Mohawk*, a much larger vessel, in actual time, 51s. During the annual cruise of the Brooklyn Club, this year, the *Made-*





COUNTESS AMERICA
OF DUFFERIN.

GRANT

MADELINE.

A STERN CHASE AND A LONG ONE—1876.



May

leine, as usual, led the fleet in the runs from port to port. On September 15, 1875, the *Madeleine* sailed a match race with the *Mohawk* over the New York Club course, and beat her 3m. 17s. in actual time. Her only appearance this year has been in the regatta of the New York Club, on June 8th, when she lost the head of her mainmast, and was obliged to withdraw from the race.

"It will thus be seen that in the choice which the committee made, they made a most wise selection. There were some who would have given the preference to the *Palmer* and *Idler* over the *Madeleine*, but certainly, with the exception of those two, she was, by her previous record, the queen yacht of the club."

The *Countess of Dufferin* left Quebec June 28th, and I quote the following for the purpose of showing how wonderfully *fast* new boats are, *when sailing alone*:

"DOUGLASTOWN, GASPE BAY, *July 3.*—The *Countess of Dufferin* passed outside here this morning. She has made a wonderful run since she left Fox River yesterday. Weather cloudy. The new mainmast stepped at Quebec is sound and giving great satisfaction, and the crew is thoroughly in working order. She raced two flying coasters early this morning for thirty miles, beating them hollow. The sea-going qualities of our boat are fully established."

Another despatch from Chatham, N. B., says:

"The yacht makes tremendous running, and all on board are sanguine, although we are entirely in the dark as to our opponent."

How comical this reads, now that we really know what

the *Countess*' speed—or rather lack of speed—really was! Here is a choice bit from the Halifax *Chronicle* :

"The commander and passengers frankly admit that the *Countess* is not much to look at, but they smile in a self-satisfied way, and say that she was built for a specific purpose—to win the Queen's Cup ; that her lack of finish does not affect her sailing qualities, and that her performance in the race with the *Madeleine* will be the best test of the soundness of her builder's ideas. If the strange-looking craft carries off the Queen's Cup in the coming contest there will be a revolution in yacht-building in New York."

Well, the *Countess* arrived here on July 18th, and the first thing that was done was to unbend her sails and send them to Wilson for remodelling. The new yacht attracted great attention, as may be gathered from the following extract from a newspaper of her day :

"Passengers by the ferry-boat having learned of the presence of the *Countess* at the anchorage, looked earnestly for her as soon as they got near enough to make the yachts out plainly. Not a few of them mistook the English cruising yacht *Helen*, which was anchored near her, for the *Countess*, and many remarks the reverse of complimentary were heard as to her appearance, and comparisons were made with the apparently American yacht anchored beside her, greatly in favor of the latter. This American-looking yacht which elicited such very complimentary remarks was the *Countess of Dufferin*, and the mistake that the people made was one of the most natural in the world. There is nothing foreign about her. Her shape is American, her rig is American, her blocks are the Waterman patent, of New York. Her

steering gear is of New York manufacture, and, from stem to stern, inside and out, aloft and aloft, she is simply a Yankee yacht built in Canada."

"Whether the object which the donors of the Cup won by the yacht *America* had in view when they presented it to the New York Yacht Club will be served by the proposed race between the Canadian yacht *Countess of Dufferin* and the *Madeleine*, admits of some doubt. There can be no doubt that these gentlemen intended the cup to be a prize for superiority of model as between different nationalities. Believing that the American model was the most nearly perfect, they decreed that the club should retain the Cup until some foreign model should prove itself superior. In the present instance, a party of Canadian gentlemen, animated with a laudable desire to obtain the Cup, and acknowledging the superiority of the American model to all others, copy it as near as may be, and produce their copy, hoping it may be sufficiently exact for the chances of the contest to give them the victory. It has even been asserted that the brain which devised, and the hand which designed the model of this yacht, also belonged to an American. This may or may not be true; but, at any rate, no matter how this contest terminates, though the New York Yacht Club may lose its valued trophy, the American yacht model will still retain its supremacy."

I quote freely the current opinion of the time in relation to this vessel, because I think by that means the reader will come to have a more correct idea of what she was, than by any other method. The real state of the case was, that Mr. P. M'Giehan, of Pamrapo, N. J.,

having very justly obtained a reputation for building fast sloops, by his success in the *Meta*, *Kaiser Wilhelm*, *Meteor*, etc., was employed by a Canadian gentleman to build a boat which was named the *Cora*, which easily beat everything that had then appeared in Canadian waters. Captain Cuthbert, however, built a rival boat, called the *Annie Cuthbert*, which beat the *Cora*, and followed this success up by the construction of several other fast boats, until he and his townsmen came to think his genius for the design and construction of fast yachts as great as that of Mr. Steers, or any other of the many who had met with such success in this country. As stated, Cuthbert's boats were in each instance copies, as near as might be, of the M'Giehan model, as shown in the *Cora*. Cuthbert, who had never been here, and had never seen our fleet of schooners, considered M'Giehan the very prince of yacht designers, and deemed that he had only to make an enlarged *Annie Cuthbert*, stick two masts into it, and come to New York and capture the Cup.

It has been charged that all he cared for was to advertise himself, and obtain increased business as a yacht builder ; but I think that he really believed he was turning out something wonderful in the *Countess of Dufferin*, and that he was entirely honest in the expression above quoted—"This is the finest model I ever made."

She was a fair model forward, but her counters were too heavy, and her greatest beam was too far abaft her longitudinal centre. Then she was rough, as compared with American yachts, and meanly rigged and canvased. To these disadvantages may be added an inefficient crew. Sailing against a boat like the *Made-*

leine, the *Countess of Dufferin* never had the slightest chance of winning, unless by a fluke. Of course so uncertain is yacht racing, that all boats have a chance to win, but yet in a series of races the best boat is tolerably certain to come off victorious, and for that reason I hope that this Cup may be always contended for in a series of races, and I would not advise less than five. I think that the *Cambria* had a better chance of winning this prize than any contestant has had since her time, and could she have gotten off with the lead as the *Magic* did, it is doubtful if she would ever have been headed, any more than the little centre-board was. That "a starn chase is a long one," has become proverbial, and in a yacht race, I think the lead at the start is always an advantage.

The first public exhibition of the *Dufferin* under canvas after her arrival at this port was on the occasion of a race for what is known as the Brenton's Reef Challenge cup, and as this cup is almost certain to be sailed for by *Genesta* or *Galatea*, or both, during the present season, it will not be out of place for me to state what the conditions are. It is a cup valued at \$2,500, presented to the club by the present Commodore, Mr. James Gordon Bennett, when he was Commodore of the club in 1871. It has only been sailed for on three occasions: once July 26, 1872, by *Rambler* (in her old form), and *Madeleine*; again in September of same year, by same schooners; the *Rambler* winning each time, and on this occasion, when the *Countess* was present, the contestants were, *Idler* (winner), *Wanderer*, *Tidal Wave* and *America*. The *Countess* started with the yachts, and went over the course (about 275 miles) but was not entered for the prize.

The yachts above named started on this race on the afternoon of July 27, 1876, with a fine whole-sail breeze from south-southeast, all except the Canadian had all balloons aloft, but she started under plain sail. I really believe that Captain Cuthbert had so much confidence in her speed that he thought he should be able to beat the Yankee boats under lower sails only, for the *Countess* did not even have a topsail set when she began the race. He was soon undeceived, and seeing the others walking away from him, he put the "muslin" on the *Countess* and did his best to force her along.

At running she did not do so very badly, and at dark, after a four hours' run, she was not more than a couple of miles astern of the *Tidal Wave*, which was the rear schooner, and she turned the Brenton Reef Light-ship 8 minutes 35 seconds ahead of the *America*, which was the last schooner, and was but 30 minutes 35 seconds behind the *Tidal Wave*, which led at this point. As soon, however, as she hauled upon a wind, her inferiority became painfully apparent. The *America* disposed of her in a couple of tacks, and after that, she dropped more and more astern, and by the time Montauk Point was reached on the return, she was far to leeward of all four of the American boats and hopelessly beaten.

At Montauk Point, the tide, which runs as swiftly as that of Hell Gate, was just at the turn, and here the want of topsails told most severely against the *Countess*. Her antagonists, by means of their clouds of upper sails, were enabled to overcome the effect of the tide, while the *Countess*—which had made the run of 150 miles to the Reef only thirty minutes behind the *Idler*, notwithstanding her lack of topsails—was compelled to make a long and desperate struggle against a baffling current.

This was the last straw. From this point she abandoned hope and literally "went a-fishing." There was a gentle breeze until 12 o'clock, when it began to blow, and the *Countess*, easing sail a little, beat along comfortably toward New York, standing some distance out from shore. At 4 A.M., the breeze had gone down and a dead calm left the sails flapping idly. At 7 o'clock another breeze came along and, getting out their fishing tackle, the imperturbable yachtsmen began to troll for bluefish.

Shortly after this, Major Gifford asked for a postponement of the races. He had, he said, ordered a new foresail and an entire suit of "balloons" and could not have them until August 12th; he would be ready to sail first race August 14th, and second if required August 15th. The cruise of the club had been arranged to begin August 14th, and that could not well be postponed. Mr. Dickerson, owner of *Madeleine*, did not want to postpone until after the cruise, and so, finally, Major Gifford agreed to try and have the *Countess* ready by the 11th, the second race to be August 12th, and the third, if a third was necessary, August 14th. Mr. Thomas Manning, at that time editor of the *Yachting Circular*, was named by Major Gifford as his representative to sail on the *Madeleine*. The *Countess* when she came to the line for this race had new fore and main sails and an entire new suit of balloons, all made in this city. She had been taken on the ways at Port Richmond, S. I., and her bottom planed, sand-papared, and pot-leaded, but was still very rough, and in no condition for racing. The *Madeleine* had been out of water at Greenwich. Her copper bottom had been scoured until it was like a mirror and then coated with sperm-oil and tallow;

while above the copper she was pot-lead to her plank-sheer. Entire new running gear was rove off, all old blocks replaced by new ones, and her sails put by Sawyer in first-class condition.

The first race was sailed August 11th, as agreed upon, the wind at the start was south, a moderate breeze, giving the yachts a square beat down ship channel to buoy No. 10. The course was the regular one of the club. There was an immense number of people present; more, probably, than during the *Livonia* contests (the month was more favorable), but not as many as at the *Cambria* race. The excursion steamers numbered a dozen, and of yachts there were schooners *Ermengarde*, *Wanderer*, *America*, *Phantom*, *Rambler*, *Tempest*, and others, with perhaps a dozen sloops.

Captain Cuthbert had with him Captain "Bill" Ellsworth as pilot and Captain "Sam" Greenwood, formerly master of the schooner *Sappho*, for sail trimmer; the *Madeleine* was sailed by her captain, and had her own mate and second mate as sail trimmers. The *Countess* gave *Madeleine* 1m. 1s. time. The boats got the starting signal at 11.5 A.M., the tide last quarter flood. The *Countess* had a splendid chance to start soon after the signal, but, desiring to force *Madeleine* over first, she bore up ere reaching the line, and ran through *Madeleine's* lee, tacking in her wake, as if to say, "After you, sir, if you please." I don't think *Countess* could possibly have won the race, but she certainly would not have been beaten so much, if when, just after the signal, she was coming free for the line all trimmed and under full headway, on star-board tack, she had sprung her luff and gone right over some three or four minutes in advance of *Madeleine*, and making just such a start as *Magic* did at the *Cambria*

race. Instead of this, the two boats finally came for the line nearly side by side, *Countess* to leeward and *Madeleine* keeping off, blanketed her, and got over under full headway and with a start of thirty-five seconds. Both crossed on port tack. *Madeleine* had boom foresail and no jib-topsail; *Countess* had lug-foresail and jib-top-sail. After tacking, *Madeleine* sent up small main topmast staysail, but it did her no good, simply lifting her club topsail and she took it in again. There was never a moment when *Madeleine* did not gain, and before the two boats reached the Narrows, meeting on opposite tacks, *Madeleine* weathered the *Countess* by a full eighth of a mile. Below the Narrows the yachts separated, *Countess* working West Bank, and *Madeleine* trying Gravesend Bay. It was risky business allowing *Countess* to have a side to herself, and a shift of wind to west would have given her the race; but at the same time Gravesend Bay was, on last flood, so clearly the best, that the temptation was too strong for *Madeleine* to resist. As it happened, no harm resulted, the wind held steady, and the time at buoy No. 10 was

H. M. S.

H. M. S.

Madeleine... 19 19 *Countess of Dufferin*... 26 32

Outside, the wind was south-southeast, a nice breeze, the water smooth. The *Countess* once more tried to go off alone to the southward, but *Madeleine* would not have it, and the two went in. Both stood in for fifteen minutes or so and then both went off to the eastward again, reaching out with the mark a couple of points on weather bow. *Madeleine* overstood the mark, and lost full five minutes here. She came free for the ship and at a rattling pace, but *Countess* tacking just at the right

time fetched the mark with great ease, and, as the following figures show, was not far in the wake of her slippery opponent when her sheets were eased. The following are the times of turning :

H. M. S.	H. M. S.
Madeleine...2 51 52	Countess of Dufferin...2 56 33

It was anybody's race yet, as amid a perfect pandemonium of steam whistles, the yachts were dressed for the run in. The *Madeleine* was too much for the Canadian yacht, and steadily drew away from her. At the Hook she was over seven minutes ahead, and at No. 10 the figures were :

H. M. S.	H. M. S.
Madeleine...3 57 28	Countess of Dufferin...4 6 48

There is little to tell after this ; the *Countess* seems by the figures to have held her own, but the figures are deceptive ; for with the finish off Stapleton the advantage was always with the rear boat. For instance, if the difference between them when the leader reached the Narrows was nine minutes, the probability was it would not be over six when the leader reached Stapleton ; and if the pace of the rear boat from this time was the same as that of the leading yacht had been, of course this would express the difference between them at the finish. The following in this case was the result :

NAME.	START.	FINISH.	ELAPSED		CORRECTED	
			TIME.		TIME.	
	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.	H. M. S.
Madeleine	11 16 31	4 41 26	5 24 55	5 23 54		
Countess of Dufferin	11 17 6	4 51 59	5 34 53	5 34 53		

Madeleine won by 10m. 59s.

The second and concluding race was sailed August 12, the course being from Sandy Hook twenty miles to windward and return. Accompanying the two contestants on this occasion was the schooner *America*, the original winner of the Cup. She was not in the race, of course, but she was in fighting trim, all spare weight having been sent ashore and a full racing crew taken on board, the object of General Butler, her owner, being to try her speed with the "later productions." She did extremely well, but there has never been a time when, all other things being equal, a centre-board could not beat a keel. The *America*, however, beat the *Countess*, and got out to the weather mark only a few minutes behind the *Madeleine*. The course for the day was south-south-east, twenty miles from buoy No. 5, off the point of Sandy Hook. The wind at the start was light, but freshened afterwards to a fair whole-sail breeze, and then at the finish died out again. The yachts were sent off a little after noon, the *Madeleine* leading by 34 seconds; they headed off on the starboard tack about east-south-east. The *America* started close behind them and right in the wake of the *Countess*. The *Countess of Dufferin* in this race was sailed by Captain Joe Ellsworth. It was an uneventful and entirely unexciting race, the boats holding their eastern reaches for exactly three hours, and by this time the *Countess* had shifted her position from the *Madeleine's* wake to her lee beam full three-quarters of a mile away.

At first after the start Captain "Joe" pinched the *Countess* a bit in the endeavor to maintain her weather position, but finding the *Madeleine* drawing away too rapidly, the *Countess* was sailed a hard full, and so managed to out-foot the *Madeleine*, but as stated dropped to leeward of

her, so that when finally at 3.17 both tacked, heading in south-west, she was full three-quarters of a mile in *Madeleine's* wake, and the *America*, which had held her luff on starboard tack as much as possible, tacked in *Madeleine's* wake and directly 'twixt her and the *Countess*; all three boats fetched nearly to the mark, and after a short tack or two rounded it, as follows:

H. M. S.	H. M. S.	H. M. S.
Madeleine 5 01 52	America 5 04 53	Countess of Dufferin 5 13 41

I give the time of the *America* because she has been brought into prominence of late in the regatta of the Eastern Yacht Club in a sweepstakes which she sailed with three of the Boston schooners, and because of a claim rather persistently put forward by her owner and others that she should be permitted to start in the trial races which are to be sailed for the purpose of selecting a boat to defend the Cup against the English cutters *Galatea* and *Genesta*. The committee has only invited single-sticked vessels to compete in the trials for the reason that it is desirable in the coming contest to match against the cutter, a single-stick centreboard. It is hardly probable that General Butler is as anxious to race the *America* as he was previous to the regatta of the Eastern Yacht Club, but if he is I presume there will be no difficulty in getting on a match with either *Genesta* or *Galatea*, and there are at least a half dozen schooners about New York that can outsail his yacht. Since she sailed in this race between the *Countess of Dufferin* and *Madeleine*, the *America* has been extensively altered, and in view of her performance at this race as contrasted with her recent performances, there is reason for the belief that the alterations have not been improvements.

After turning the mark, all kites were piled upon the vessels until their hulls were well-nigh hidden from view. The daylight faded and the night came on before the *Madeleine* got in, while the *Countess* was some 26 minutes later. This time, however, does not fairly represent the distance which separated the two boats when the *Madeleine* finished, for the wind having all died out, the strong ebb tide held the *Countess* back. I think fifteen minutes would about fairly represent *Madeleine's* lead at the finish. Their figures, however, were as follows, and I give also the *America's* :

NAME.	START.			FINISH.			ELAPSED TIME.			CORRECTED TIME.		
	H.	M.	S.	H.	M.	S.	H.	M.	S.	H.	M.	S.
Madeleine.....	12	17	24	7	37	11	7	19	47	7	18	46
Countess of Dufferin...	12	17	58	8	03	58	7	46	00	7	46	00
America.....	12	22	09	7	49	00	7	26	51	7	26	51

Madeleine beats *Countess* 27m. 14s. and *America* beats *Countess* 19m. 9s. After the race, the *Countess*, although invited, did not accompany the New York Yacht Club upon its annual cruise, but was laid up in the Seawanhaka Basin at Staten Island and stripped, and after a time there came rumors that her owners were in financial trouble. She was nominally owned by Major Gifford, V. C. of the Royal Canadian Yacht Club. She was really a stock concern (limited) with numerous stockholders, and Capt. Cuthbert's interest was one of the largest. He attached the yacht to force Major Gifford to sell his interest in her. If Capt. Cuthbert had succeeded in getting control of her, capitalists in Canada were to advance ample means to make certain alterations that were expected to increase her speed. Her stern was to be altered, the heavy overhang cut

down, rudder carried further aft, top-hamper lightened over 1,000 pounds, and masts shifted. Then the captain was to challenge for the Queen's Cup again.

On July 27, 1877, the *Countess of Dufferin* was advertised by the sheriff to be sold to satisfy a claim of \$304, which was for board for some of her crew; and August 7th the following appeared in the *Herald*:

"A \$1,500 share in the yacht *Countess of Dufferin*, owned by Mr. A. Cuthbert, was sold by sheriff's sale for \$750, and the vessel was then immediately taken from Richmond County to Queen's County waters, and subsequently placed on the dry dock at the foot of Stanton Street, this city, where she still remains. The lug-foresail of the yacht, valued at about \$200, was left behind at Stapleton, where there are no less than five claimants for it, on account of debts, some of them for sheriff's and counsel fees, and some for storage."

Finally it was reported she was stolen out of the custody of the sheriff, and taken to Canada. A despatch from Quebec, Sept. 17th, states that she had arrived there en route for the upper lakes. She was afterward sold to a member of the Chicago Yacht Club, and put in first-class racing condition, her name having been changed or shortened to *Countess*. She belongs at present to S. C. Griggs, Jr., of the Chicago Yacht Club, and has sailed some very creditable races in fresh water.

CHAPTER VI.

1881, "ATALANTA," "MISCHIEF."

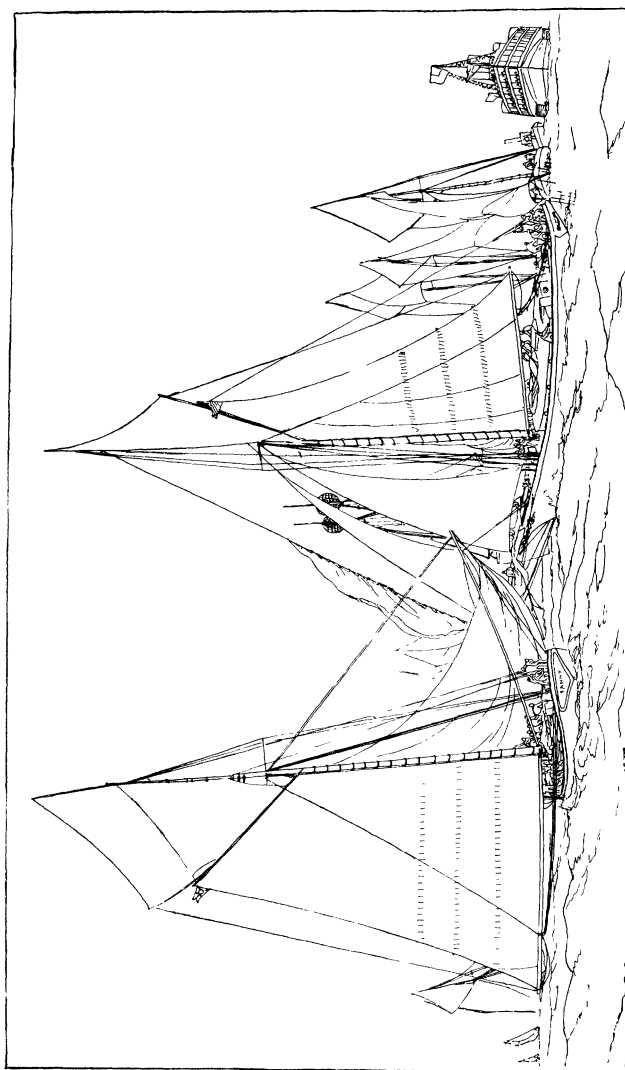
Canadians again challenge for the Cup—N. Y. Y. C. build the *Pocahontas*—A failure—Voyage of the *Atalanta* from Canada to the Atlantic—Dangers of her trip—Yachting on the Erie Canal—The trial races—The *Mischief* selected as champion of N. Y. Y. C.—The series of races for the Cup—Defeat of the *Atalanta*.

WE heard no more from Capt. Cuthbert for four years. But early in 1881 there came rumors from Belleville, Ontario, that the Captain had joined the Bay of Quinte Yacht Club, a very spirited little organization of that place, and was building a big sloop, an enlarged *Annie Cuthbert*, and that the club was going to challenge for the *America's* Cup. But slight attention was paid to this at first, until the rumor was ascertained to be based on a solid fact, and in its issue of April 2, 1881, the *Spirit of the Times* had the following :

"The yacht which has been begun by Captain Cuthbert, at Belleville, Ont., with a view of challenging for the *America* Cup is to be a centre-board sloop, and not a schooner, as first reported. She is to be called the *Atalanta*, and is to be 70 ft. over all, 64 ft. on the water line, 63 ft. on the keel, 19 ft. breadth of beam, and 6 ft. 10 in. depth of hold. She is to draw 5 ft. 6 in. aft, and 3 ft. 6 in. forward, and with board down she will draw 16 ft. 6 in. She is to have a 70 ft. mast, 34 ft. topmast,

25 ft. of bowsprit outboard, 70 ft. boom, and 36 ft. gaff. Her tonnage is 84 tons, and she is to be enrolled in the Bay of Quinte Yacht Club, of which Captain Cuthbert is a member. In case she does not turn out to be a joint-stock concern, as the *Countess of Dufferin* was, there is little doubt but that the club will promptly accept a challenge, and waive the six months' notice. The *Gracie* this season will be faster than ever she has been before, and may safely be trusted to retain the Cup, in contest with anything from Canada."

As soon as it was certain that the challenge was to come, the flag officers of the New York Club began to bestir themselves in order to provide for the *Atlanta* a fit competitor. There were three large sloops in the club, the *Gracie*, *Mischief* and *Hildegard*, either of which, it was considered, would be more than a match for the Canadian, but these officers were not gentlemen who trusted anything to chance. The late Mr. John R. Waller was Commodore of the club, Mr. James D. Smith was the Vice-Commodore and Mr. Herman Oelrichs was the Rear-Commodore. At that time the sloop with the best record for speed was the *Arrow*, a boat built by David Kirby, at Rye, Westchester County, in 1874, and she was owned by Mr. Ross Winans, of Baltimore, who was not a member of the club, and who, moreover, was abroad. The first thought was to telegraph to this gentleman and ask if he would sell the *Arrow*, but Mr. Kirby hearing of this said, "Gentlemen, I built the *Arrow*; she has faults; I can build a boat swifter than the *Arrow*." He was given a contract to build, and the result was the sloop *Pocahontas*, an enlarged *Arrow*, and a flat failure.



FANNY.

GRACIE.

ROVER.

ROUNDING THE LIGHT-SHIP.

The New York Yacht Club, May 26th, had a special meeting, at which the challenge of the Bay of Quinte Yacht Club for the *America's* Cup was received, and accepted. The six months' condition in the deed of gift was waived, and the request of the Canadian Club to sail a series of three races over the regular course of the club in September was acceded to. A committee was also appointed to arrange the details, and given power to represent the club. The challenge of the Canadian club was as follows :

BELLEVILLE, ONT., *May 16, 1881.*

SIR :—At the annual meeting of the Bay of Quinte Yacht Club, held on Friday evening, May 6th, the following resolution was adopted by a unanimous vote :

"That this club do issue a challenge on behalf of Captain Cuthbert to the New York Yacht Club, the present holders of the *America's* Cup, to compete therefor in September next."

In pursuance of the resolution, the Bay of Quinte Yacht Club hereby for and on behalf of Captain Alexander Cuthbert, a member in good standing of said organization, challenge the New York Yacht Club to sail a match or series of matches as may be mutually agreed upon, for the possession of the Cup known as the "*America's* Cup" according to the rules of and upon the conditions under which the same is held by the New York Yacht Club. The challenger names on his behalf the sloop-yacht *Atalanta*. In consequence of the season being so far advanced, the Bay of Quinte Yacht Club are constrained to ask that the New York Yacht Club will waive the six months' notice to which they are en-

titled and name an earlier period for the contest than that which it is their privilege to fix. The month of September is therefore suggested, as above, as a suitable time.

Yours truly,

RICHARD S. BELL,

Secretary Bay of Quinte Yacht Club, Belleville, Ont.

As usual, just as soon as the challenge had been accepted, the New York Yacht Club came in for abuse. Although it had promptly acceded to the demand of the Canadians that the six months' notice be waived, and that there be three races instead of one, all this concession was ignored, and scribblers in Canada, and scribblers this side of the border, at once began to tell what a desperate lot of sharpers the members of the New York Club were; how they had victimized poor Mr. Ashbury and swindled Major Gifford. Here is one specimen out of the many that I have, that were printed at the time. It is from the *Toronto Globe* of May 27, 1881.

"The New York Yacht Club is to be congratulated upon the accommodating spirit shown in the acceptance of the challenge of the Bay of Quinte Yacht Club, notwithstanding several informalities therein. But the terms of the letter of acceptance leave no doubt that the New York Yacht Club is again about to resort to the discreditable tactics it has formerly adopted in order to avoid all danger of a fair contest."

"The claim is made that there must be a series of three matches. This is nothing but fair, as yachting is essentially a pastime in which accident takes a great share. But the New York Yacht Club's idea of fairness and courtesy toward any foreign vessel that seeks to win the Queen's Cup is this :—The challenge is considered as

being directed to the club as the owner of a great number of yachts, and in sailing the three races the club reserves till the morning of each day's race the nomination of the vessel which is to represent it. If there is a gale blowing the first day, a vessel of specially seaworthy quality is designated ; if there is almost a dead calm on the second day, a 'skimming-dish' is set to the work of polishing off the foreigner ; and whatever the weather may be on the third day, a vessel exactly suited to such weather will be found on hand at the starting point. On the other hand, the foreigner has only one yacht for all weathers, and it being a well-known fact that no yacht is equally good in all weathers, the foreigner's chances consist of a simple hope that the kind of weather favorable to his yacht may prevail on all three of the race days."

"It has never been open to doubt that the New York Yacht Club has adopted this elaborate system out of a determination to retain the Queen's Cup at all hazards. Nothing short of a whole flotilla of yachts would stand any chance in such a skin-game as this competition has made. Consequently, if our Canadian yacht suffer a defeat, all the credit for the New York Yacht Club's victory will attach to the weather and none to the yachtsmen. If, on the contrary, Captain Cuthbert's vessel should be the winner on any one day out of the three, the moral ownership of the Queen's Cup will pass to Canada, for the simple reason that a New York Yacht Club's vessel has been beaten in a wind that was exactly suited to her capacity. As a strong minority of the New York Yacht Club is known to be in favor of abandoning a practice which brings plenteous ridicule upon the club and can never be the means of imparting glory, it will be best if the months interven-

ing between the present time and September be used in an endeavor to get the New York Yacht Club to stick to the same vessel throughout the three races."

"The New York yachtsmen protested, after she had been beaten, that the *Countess of Dufferin* was of no account whatever against their cracks. Let them now show a practical reliance upon their own opinions, and enter upon the new race with another vessel by the same builder under such conditions as the common sense of the world says are fair. The strained interpretations of a police court pettifogger ought not to prevail in a matter connected with such a noble pastime as yachting."

On the other hand here is an extract from an article in a New York sporting journal, blaming the club for conceding too much. In this the writer says :

"We view the making of this match to sail a single yacht against the challenger as conceding advantages to which no challenging party is entitled, either by the equities of sporting law or conditions named in the deed of trust. This historic emblem is no prize-fighter's belt. It was won by sailing against the fleet par excellence of the world, and the present indications are that the Canadians will make the attempt for its possession with a craft equal to any of our own, such opinion being confirmed clearly by the recent action of the flag officers of the New York Yacht Club, who are building a new yacht with which, possibly, to meet the challenger's ; but should the challenging party to this single-handed match of 'best two in three' trials beat our craft (not a remote probability at this time, at least) would this yacht show one 'jot' or 'tittle' of that superiority, naval and nautical, of which this trophy is a symbol? Certainly not."

"It must be clear too as the sun at noon-day, from the direction which these late challenges for the Cup have taken, that in a nautical and mechanical sense yachtsmen across the border are only playing our own trumps back at us, which fact should excuse to a great extent any jealous care exercised in the defence of a trophy which we have held so long; and still further, that yachtsman is 'fresh' indeed, we think, who does not know, when considering the 'ins and outs' of yacht racing, that what may only be a probability in the comparative sailing of a fleet, becomes in a 'hand-to-hand' race nearly a certainty. While a craft equal to any of ours might win a single match, the probabilities are more against her when pitted against a fleet. Not for a moment do we suppose that our yachtsmen wish to 'toss a copper' for the possession of this Cup, but in what else are these single-handed matches culminating? Fancy the plucky Stevens, who would 'flip' a dollar for thousands, after ploughing three thousand miles of deep-blue water to wrest the trophy from the Royal Yacht Squadron, challenged to stake it on a single-handed race of 'skimming dishes.' Any craft challenging for this Cup, in our opinion should sail against all of her class that could be mustered, and therefore these single-handed matches, and also the waiving of any conditions named in the deed of trust, constitute a bad precedent."

"Should we be fortunate enough to retain the trophy after this match, what next? Waiving the 'thirty-ton' condition in the deed of trust, something not unreasonable to expect from a fair induction of the past tactics, a banter may be received at a future time from some ambitious patent medicine man to sail over the club course in an india-rubber suit *à la* Paul

Boyton. Such a challenge would be 'sportsmanlike.' It is an axiom in sport that 'a good match is won when made,' and really our yachting friends, guardians of the *America's* Cup, do not shine as match-makers."

The following correspondence shows that the strictures were entirely undeserved, and as establishing the precedent to govern all future races for this Cup, whether held by the New York or by some foreign club, I think it well to give it entire :

June 11, 1881.

J. R. WALLER, ESQ., Commodore ; J. D. SMITH, Vice-Commodore ; H. OELRICHS, ESQ., Rear Commodore
New York Yacht Club :

DEAR SIRS : — The Secretary of the club has submitted to us a communication from the secretary of the Bay of Quinte Yacht Club asking whether the New York Club, in the impending contest for the *America's* Cup, "intend to nominate one yacht to defend the Cup or to name their representative on the morning of each race." We do not doubt the right of the club to reserve an answer to this question, or, under the terms of the deed of gift, to take the position that it is entitled to name a boat on the morning of each race, but our judgment is that the most liberal and sportsmanlike terms should be offered to the challenging yacht, and we understand that this is in accord with the wishes of the club, as expressed at the recent meeting by the unanimous adoption of Vice-Commodore Smith's resolution. We are therefore of the opinion that we should, in reply to the communication referred to, notify the Bay of

Quinte Yacht Club that the same boat will be sailed against the *Atalanta* in all three races. We hesitate, however, to commit the club on so important a point without conference with you, gentlemen, and we therefore ask that you will, at your earliest convenience, give us your view upon it.

WILLIAM KREBS,
J. F. TAMS,
ROBERT CENTER,
Committee on "America's" Cup.

June 12, 1881.

W. KREBS, J. F. TAMS and R. CENTER, Committee on
America's Cup :

GENTLEMEN :—Referring to your communication of the 11th inst. we desire briefly to state that in our opinion every opportunity should be offered for a most impartial contest for the *America's Cup*. In this view we sincerely trust that the interpretations of the deed of gift may be so liberal and sportsmanlike as to be beyond cavil. We believe that the vessel named at the start should be the defender of the time-honored trophy in the series of races.

JOHN R. WALLER, }
JAMES D. SMITH, } *Flag Officers.*
HERMANN OELRICHS, }

The Bay of Quinte Yacht Club was notified of the decision of the committee.

In the *Spirit of the Times* of September 17th, the launch of the Canadian yacht was announced and the following extract from a despatch from Belleville to the *Herald*, explains the manner in which the *Ata-*

lanta finally reached this city, and also furnishes the reason why it was thought necessary at the conclusion of this match to change the terms of the deed of gift of the Cup :

"It is expected that the *Atalanta* will leave here for New York, *via the Erie Canal*, on Saturday or Monday next, in which case she will reach there on or about the 5th of October. She will occupy one day to reach Oswego, then the spar and rigging will have to be unshipped, the ballast taken out of her bottom, and part of it placed in one bilge in order to cant the yacht, to enable her to pass the locks, than which she is sixteen inches wider. It will take eight days or thereabouts to pass the canal, then the spar will have to be resteped at Albany, rigging set up again, and ballast replaced. These operations done, and then the journey from Albany to New York; so that, under the most favorable circumstances, she can scarcely show herself in New York Harbor before the date above named. It is probable that on the journey to Oswego the *Atalanta* will have a trial with the *Nora* on Lake Ontario, where, with plenty of water, and no lack of sea-room, and with the experience as to the trim of his boat which Cuthbert has gained in the race here, a more reliable test of the speed of the two crafts will thus be obtained. For obvious reasons, the result of this spin will not be made public. A crew of four *professional seamen*, all Canadians, and *accustomed to sailing* in yacht races, will go with the yacht *through the canal*. The remainder of the crew, nearly all amateurs of the Bay of Quinte Yacht Club, will join her at New York a few days before the first race."

The Canadian yacht could not be made ready in time to sail the races on the dates first proposed, and the committee of the New York Yacht Club readily extended the time, and in a letter dated in Belleville, October 7th, the chairman of the committee of the Canadian Club duly acknowledged this courtesy. October 13, 1881, the first of the trial races for the selection of a yacht to represent the N. Y. Y. C. was sailed in New York Bay, the competitors being *Gracie*, *Mischief*, *Pocahontas* and *Hildegard*. *Gracie* and *Pocahontas* lost their topmasts before getting through the Narrows, and the *Mischief* scored a victory. Time was granted for the two crippled yachts to repair damages, and they came to the line for the second trial October 19th. This time only *Gracie*, *Pocahontas* and *Mischief* started, and the *Gracie* won by 3m. 49s., the *Pocahontas* being far behind at the finish.

The final trial heat over the outside course was sailed October 20th, and the *Mischief* beat the *Gracie* by fourteen seconds. In this race the new sloop *Pocahontas* was badly disabled. She was towed back to her dock and stripped. She has never since been commissioned.

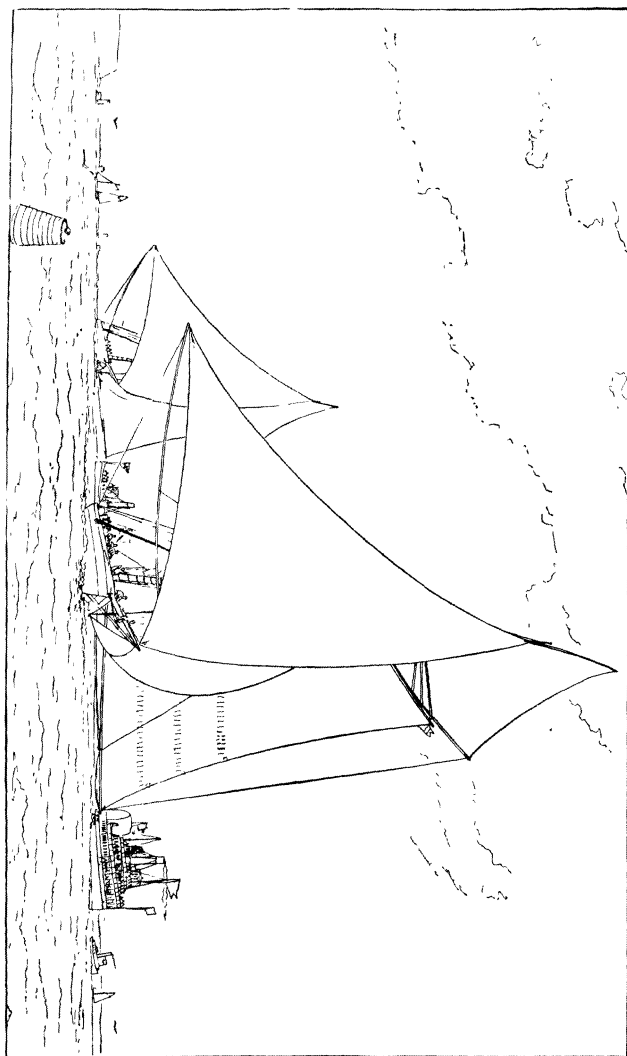
The sloop *Atalanta* finally arrived here October 30th, via Oswego and Erie Canals and the Hudson River. She was docked, and prepared as rapidly as was possible for the business she had on hand. She was, however, in no condition for racing, and her crew—for the most part volunteers from the Bay of Quinte Yacht Club—although very worthy gentlemen, were not exactly the material that would have been chosen by an experienced skipper for an important race in the month of November.

The model of the *Atalanta* was of course sharply criticised, but, in the main, the opinions expressed of her were favorable. The backers of the American yachts, how-

ever, were confident, and betting was two to one against the Canadian. The first race was fixed for November 8th, and on the morning of that day the special committee notified the regatta committee of the New York Yacht Club that it had selected the *Mischief* to sail the series of races, as the champion of the club. The principal reason why the competing yacht had not been named before, was that there was great rivalry between the friends of the *Gracie* and *Mischief* as to which should have the honor of sailing as the champion of the club; and as in the trials their speed had been so nearly equal, it was a nice matter to decide which was the better vessel. That the final decision was a wise one, I think all will admit now; for unless she can be beaten by one of the new boats, *Puritan* or *Priscilla*, built this year to defend the Cup against the English cutters *Genesta* and *Galatea*, the *Mischief* is still "Queen of the Fleet."

The race was not sailed on the day the yacht was named, as the weather was foggy, and there was so little wind that there was no chance of making the race in the stipulated time of eight hours. On November 9th, however, the two yachts *Atalanta* and *Mischief* were started from Stapleton, S. I., and sent over the regular club course.

There was not as large a number of spectators as had been present at previous contests for the Cup, the season being too late for pleasant sailing in the bay or beyond the Hook. Still, there was a goodly company present. One of the Iron Steam-boat Company's side-wheelers followed the racers, and perhaps a dozen tugs, while the accompanying yachts, steam and sail, numbered more than a score. *Gracie* was on hand in full fighting fettle, determined to go over the course with the racers, and



ATLANTA.

MISCHIEF.

FOR THE AMERICA'S CUP—1881—THE START.

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beat them if possible, a feat which she accomplished most handsomely.

The wind at the start was west-southwest, a good sailing breeze, and the tide the last of the flood. The signal was given at 11:11, and the two yachts went over the line on starboard tack, the *Mischief* leading by 1 minute and 1 second. The *Gracie* waited some ten minutes, and then she too crossed and the judges timed her.*

The Canadian had a reef tied down, and neither yacht had her topsail aloft. In the lower bay after gauging the weight of the wind, *Mischief* set working topsail, and the Canadian set hers over the reefed mainsail. The *Mischief*, constantly drew away from the *Atalanta*, and the *Gracie* came flying down and passed through the Canadian's lee and took second place. The *Atalanta* was badly beaten, long before she reached the first mark. She turned her reef out, but as her topsail was set flying, of course the halyards had to be bent lower on the sprit and the sail had to come in for a while. The figures at the spit-buoy tell the story, and show that the boat should never have attempted even her voyage through the perilous canal. They are as follows:

	H.	M.	S.		H.	M.	S.		H.	M.	S.
Mischief . .	12	33	12	Atalanta . .	12	45	27	Gracie . .	12	37	02

As stated in one report, "From here to the finish, the race was practically between the two American sloops, the *Atalanta* being so far astern as to be out of the contest." As matter of record, I give the times at the Light-ship.

	H.	M.	S.		H.	M.	S.		H.	M.	S.
Mischief . . .	1	25	25	Atalanta . . .	1	38	14	Gracie . . .	1	27	19



There was a cracking breeze on the run in, both *Gracie* and *Mischief* having to clew down their topsails, and the *Gracie* ran through *Mischief's* lee and took the lead, but although she passed buoy No. 5 off the point of the Hook a trifle ahead of *Mischief*, the latter in the weather work to buoy No. 10 once more took the lead. The recorded time was :

	H.	M.	S.		H.	M.	S.
Mischief.....	2	47	45	Gracie	2	49	10

and the challenging yacht *Atalanta* so far astern that she could not be timed. Running across the bay the *Gracie* once more ran through *Mischief's* lee and led both yachts over the line. The result of the race is as follows :

NAME.	START.			FINISH.	ELAPSED TIME.			CORRECTED TIME.				
	H.	M.	S.		H.	M.	S.	H.	M.	S.		
Mischief...II	14	50		3	31	59	4	17	09	4	17	09
Atalanta...II	15	51		4	04	15¼	4	48	24¼	4	45	29¼
Gracie ...II	25	00		3	30	46	4	05	46	4	05	46

Mischief beats *Atalanta* 28 minutes, 30¼ seconds and *Gracie* beats *Mischief* 6 minutes, 27 seconds, corrected time. She allows *Mischief* 4 minutes 56 seconds.

The second and final race was sailed November 10th, the course being sixteen miles to leeward from buoy No. 5 and return. The *Mischief*, on this occasion, beat both the *Atalanta* and *Gracie*. Only one excursion boat was present, as interest in the match had died out, the result being a foregone conclusion. The wind was west by north, a fresh whole-sail breeze. The *Mischief* started thirty seconds in advance of the Canadian sloop.

and about ten minutes ahead of the *Gracie*. Both boats carried topsails, with booms to port and jib topsails whiskered out to starboard. In the run off, the Canadian sailed extremely well, keeping up with the *Mischief* nicely, while *Gracie* gained on both of them. As they neared the mark, club topsails came in, and both boats put a reef in their mainsails. *Mischief* also set a small jib, in preparation for the work to windward. The times of turning the mark were :

	H. M. S.		H. M. S.		H. M. S.
Mischief . . .	1 40 14	Atalanta . . .	1 42 29½	Gracie . . .	1 44 45

To windward, however, neither the *Atalanta* nor the *Gracie* was any match for the *Mischief*, and she constantly drew away from them. *Gracie* had to reef on the way in, and the *Atalanta* also tied down the second reef in her sail. The result was as follows :

NAME.	START.			FINISH.			ELAPSED TIME.	CORRECTED TIME.
	H. M. S.			H. M. S.			H. M. S.	
Mischief . . .	11 58 17			4 53 10			4 54 53	4 54 53
Atalanta . . .	11 58 47			5 35 19			5 36 32	5 33 47
Gracie	12 08 30			5 03 15			4 54 45	4 59 31

The *Mischief* beats *Atalanta* 38 minutes, 54 seconds, and *Gracie* beats *Atalanta* 34 minutes, 16 seconds. It will be observed that the elapsed times of *Gracie* and *Mischief* are very nearly the same, the *Mischief* only winning on time allowance.

At the conclusion of the race, Captain Cuthbert announced that he should lay the *Atalanta* up until next season, when he should again challenge, and with his boat in a better condition, he hoped for a more favora-

ble result. As the defence of this Cup is rather an expensive business, the club felt that it must protect itself against an annual invasion of this kind, and this was one of the principal reasons why subsequently, it relinquished the Cup and afterwards re-accepted it under a new deed of gift. Including the cost of the *Pocahontas* to the flag officers of N. Y. Y. C., the expenses of this match to the New York club were fully \$20,000. The *Spirit of the Times*, in its issue of November 12, 1881, summed up the result as follows :

“Divested of all sensational international clap-trap, the race on Wednesday—if race it can be called—amounts to this : The *Mischief*, a tried and proved sloop, confessedly one of the fastest in the world, thoroughly fitted and equipped, fully manned, and magnificently handled, distanced the *Atalanta*, a new yacht, hastily built, totally untried, and miserably equipped, with sails which misfitted like a Chatham Street suit of clothes, and bungled around the course by an alleged crew, who would have been over-matched in trying to handle a canal-boat anchored in a fog,—‘only this, and nothing more.’”

CHAPTER VII.

PREPARATIONS FOR THE RACES IN 1885.

Return of the *America's* Cup to its surviving donor—New “Deed of gift”—The rage for cutters—The *Volante*—The *Madge*—Her victories—*Genesta* and *Galatea*—Challenge for the Cup—Correspondence regarding the match—*Priscilla* and *Puritan*—Concluding remarks.

AT a meeting of the New York Yacht Club, December 15, 1882, a resolution was adopted returning the *America's* Cup to Mr. George L. Schuyler, the only survivor of the owners of that yacht at the time that the prize was first won, and February 2d it was re-accepted by the club, under a new deed of gift. Mr. Schuyler in again intrusting the Cup to the club, wrote as follows :

NEW YORK, *January 4, 1882.*

To the Secretary of the New York Yacht Club :

DEAR SIR:—I have to acknowledge the receipt of your letter of December 17, 1881, enclosing the resolutions of the New York Yacht Club of that date, and also the return of the *America's* Cup to me as the survivor of the original donors.

I fully concur with the views expressed in the resolutions, that the deed of gift made so many years ago is, under present circumstances, inadequate to meet the intentions of the donors and too onerous upon the club in

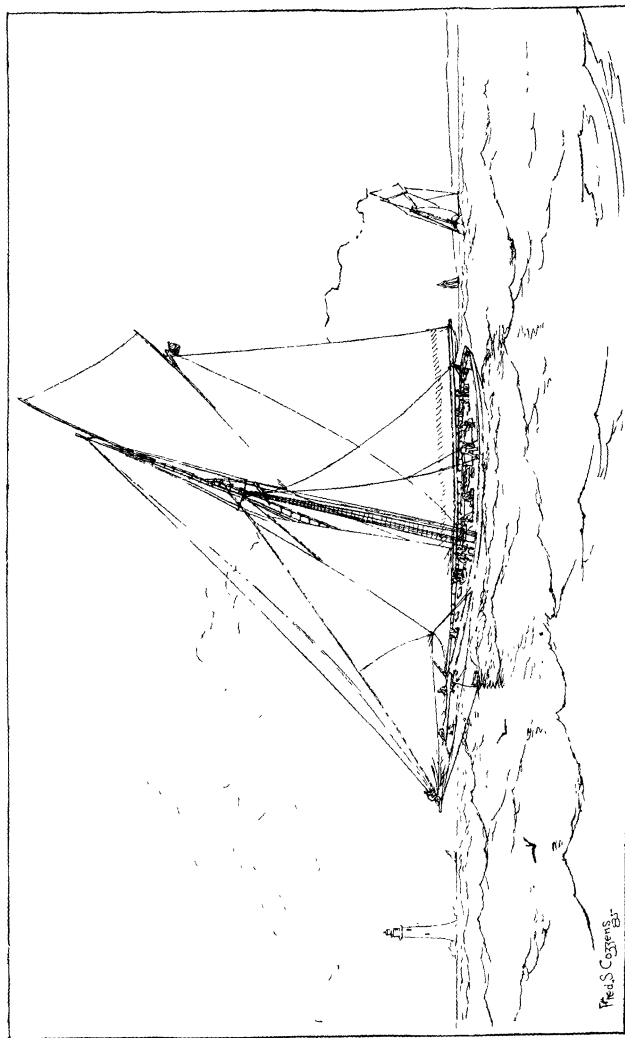
possession, which is required to defend it against all challengers.

As the New York Yacht Club, by your communication and under the resolutions themselves, express a desire to be again placed in possession of the Cup under new conditions, I have conferred with the committee appointed at the meeting, and have prepared a new deed of gift of this Cup as a perpetual Challenge Cup. It is hoped that, as regards both challenging and challenged parties, its terms will be considered just and satisfactory to organized Yacht Clubs of all countries.

There is one clause which may require explanation. Owing to the present and increasing size of ocean steamers, it would be quite feasible for an American, English or French Club to transport on their decks yachts of large tonnage. This might be availed of in such a way that the match would not be a test of sea-going qualities as well as of speed, which would essentially detract from the interest of a national competition.

The *America's* Cup is again offered to the New York Yacht Club, subject to the following conditions :

Any organized Yacht Club of a foreign country, incorporated, patented or licensed by the Legislature, admiralty or other executive department, having for its annual regatta an ocean water course on the sea or on an arm of the sea (or one which combines both), practicable for vessels of 300 tons, shall always be entitled, through one or more of its members, to the right of sailing a match for this Cup, with a yacht or other vessel propelled by sails only, and constructed in the country to which the Challenging Club belongs, against any one yacht or vessel as aforesaid, constructed in the country of the club holding the Cup.



AMERICA.

PURITAN.

THE BOSTON EXPERIMENT.

The yacht or vessel to be of not less than 30 nor more than 300 tons, measured by the Custom House rule in use by the country of the challenging party.

The challenging party shall give six months' notice in writing, naming the day for the proposed race, which day shall not be less than seven months from the date of the notice.

The parties intending to sail for the Cup may, by mutual consent, make any arrangement satisfactory to both as to the date, course, time allowance, number of trials, rules and sailing regulations, and any and all other conditions of the match, in which case also the six months' notice may be waived.

In case the parties cannot mutually agree upon the terms of a match, then the challenging party shall have the right to contest for the Cup in one trial, sailed over the usual course of the Annual Regatta of the club holding the Cup, subject to its rules and sailing regulations, the challenged party not being required to name its representative until the time agreed upon for the start.

Accompanying the six months' notice, there must be a Custom-house certificate of the measurement, and a statement of the dimensions, rig and name of the vessel.

No vessel which has been defeated in a match for this Cup can be again selected by any club for its representative until after a contest for it by some other vessel has intervened, or until after the expiration of two years from the time such contest has taken place.

Vessels intending to compete for this Cup must proceed under sail on their own bottoms to the port where the contest is to take place.

Should the club holding the Cup be for any cause dissolved, the Cup shall be handed over to any club of

the same nationality it may select which comes under the foregoing rules.

It is to be distinctly understood that the Cup is to be the property of the club and not of the owners of the vessel winning it in a match, and that the condition of keeping it open to be sailed for by organized Yacht Clubs of all foreign countries, upon the terms above laid down, shall forever attach to it, thus making it perpetually a Challenge Cup for friendly competition between foreign countries.

GEORGE L. SCHUYLER.

A copy of this communication was sent to all foreign yacht clubs, accompanied by the following letter from the Secretary of the New York Club:

The New York Yacht Club, having accepted the gift, with the conditions above expressed, consider this a fitting occasion to present the subject to the Yacht Clubs of all nations, and invoke from them a spirited contest for the Championship, and trust that it may be the source of continued friendly strife between the institutions of this description throughout the world, and therefore request that this communication may be laid before your members at their earliest meeting, and earnestly invite a friendly competition for the possession of the prize, tendering to any gentleman who may favor us with a visit, and who may enter into the contest, a liberal, hearty welcome, and the strictest fair play.

CHARLES A. MINTON,
Secretary New York Yacht Club.

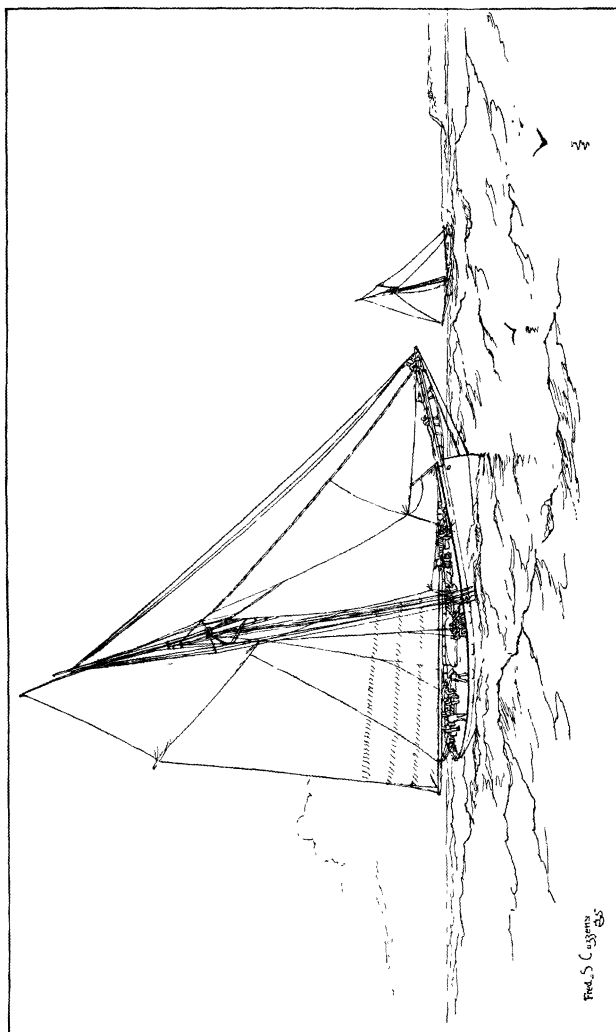
The new conditions did not suit the Canadians, and many severe things in relation to the New York Yacht

Club were published in the Canadian papers. It was also represented that the provisions in relation to European challenges were changed, so that no British owner would care to challenge. The only change, however, was one which compelled the challenger to sail to New York, thus guarding against a shipment on the deck of a steamer, or a "mule power" voyage through a canal. This had become necessary, for the possibility of shipping cutters minus the lead keel, to be put on after arrival here, had already been mooted upon this side of the water, although, so far as I am informed, it had never been contemplated on the other side of the Atlantic.

The rage for building cutters in this country dates back to the spring of 1877. It is true that after the importation of the English built cutter *Kitten* Mr. John Hyslop had built the *Petrel*, but she was not distinctively cutter rigged. The *Volante* was the first real, bona-fide cutter launched on this side of the Atlantic. She was described as follows by me in the *Spirit of the Times* of her year :

"The most notable of the yachts building is the cutter that is being built by John Mumm, at the foot of Court Street, Brooklyn. She is entirely from paper drawings by Commodore Robert Center, of the *Vindex*, and whatever of good or ill there is about her, is his ; for he has not only designed her, but has carefully watched every stage of her construction. As to the latter, no matter what exception may be taken to the model, there can be none to the workmanship, for she is as well built a yacht as has ever been turned out of a yard. As to the model, she is built with a purpose. She is to be the property of a couple of young men,

novices in yachting, and the first object was to make a boat thoroughly and perfectly safe. Then Mr. Center wishes, keeping this end in view, to realize his darling idea of an English cutter, and as near as may be, that is what she will be in model and rig, shifting bowsprit and all, with one exception; she has more beam than a cutter of her size in England would have. She is forty-five feet long and has a beam of twelve feet. In England she would have but nine feet, but that is not because the extra three feet are not desirable, *it is because the system of measurement makes it necessary to pinch on the beam, to get a favorable rating for time allowance.* It is a mistake to call this cutter a narrow yacht; she has quite beam enough for her length and depth. Her ballast is to be exclusively lead, and so arranged that it shall all go into about fifteen or twenty feet of her midship section. She will have a twenty-inch keel, and into this will be put from a ton and a half to two tons of lead. Then running fore and aft on top of the keelson is another heavy piece of lead, and the balance of her complement of eight tons is in small pieces, moulded to fit the timbers. She will be a very handsome yacht, and of a model that will find imitators. There is a comfortable, wholesome look about her, that is refreshing; one feels at once, 'Here is a yacht that can go anywhere.' As is well known, with our sloops, as soon as there is any sea on, or a breeze, all comfort on board of them is at an end. This will not be the case here, for the new cutter, with her low rig, will make sport of weather that will send her compeers scurrying back to harbor. Of course there are disadvantages; the great draught of water, fully seven feet, is a nuisance. When it comes to turning to windward, in short work and smooth



PRISCILLA

MISCHIEF.

THE NEW YORK EXPERIMENT.

water, the flat centre-board sloops will leave her far astern ; but then it must be borne in mind she is not intended for a racing yacht, but simply for cruising. As such she will be a grand success, while if she catches a regatta day like some that we had last year, she'll show the whole fleet of sloops of her class the way around the lightship."

The *Volante* was more of a success than even her designer expected, and she so perfectly answered the purpose for which she was designed, that attention of yachting men began to be turned to this style of boat, and in 1878, the *Muriel* was built from a design by Mr. John Harvey of England. She was followed by the *Yolande* in 1880, *Oriva* in 1881, and *Bedouin* and *Wenonah* in 1882, followed by *Ileen* and *Isis*, 1883, and the yachting fraternity—so to speak—at once separated into two camps, the question at issue being, "which is preferable for this country, cutter or centre-board?" The advent of the little Scotch cutter *Madge*, and her victories gained the cutter men many adherents. As she was a typical British cutter, and as some of the lessons she taught had a great influence for good on American yacht building, I will quote at length a description of her that appeared in *The Herald* of August 17, 1881. "The yacht *Madge* was brought here yesterday on the deck of the steamship *Devonia*. She belongs to Mr. Coats, of Paisley, Scotland, and has been sent here to test her sailing qualities against American yachts. She was built in 1879, and won a great many races that year. She had things all her own way until the *Neptune* and *Verve* were built. They both beat her. She is thirty-eight feet six inches on the load line, seven feet nine

inches broad, six feet two inches depth of hold from the top of the beam to the throat of the floors, and forty-six and one quarter feet length over all. She carries ten tons of lead on her keel, fastened in by copper plates, and draws eight feet four inches of water. Her sails are very large for a boat of that size, but it is said she carries them well in a stiff breeze. It is doubtful if any owners of yachts here will be willing to race her. The questions of equalization of length and tonnage will be difficult to settle. Under Scotch yachting rules the *Madge* rates at ten tons. The New York Yacht Club rules rate her at sixteen tons. An American yacht of her length would out-ton her three times. The difference in rating will undoubtedly cause embarrassments, and may prevent her from securing entries in races. She has been put under control of Captain Blatch, of the New York Yacht Club, and he may be able to smooth the way in the matter of some of the allowances."

The Seawanhaka Corinthian Yacht Club, many of whose members favored the British model, promptly arranged a series of races with *Madge*, and named as the representative boats of the club the *Schemer* and *Wave*. There were to be three races, the prize being \$100 on each race. The following account, written by me in the *World* of September 18, 1881, will show what the boats were which were matched against the little Scotch cutter.

"Of the two sloops selected by the Seawanhaka Yacht Club to sail against the Scotch cutter *Madge*, the *Schemer* is the faster. She was built in 1871, by Mr. Isaac P. Wilkins, at Jersey City. In 1873, she became the property of Commodore Charles H. Hall, of the

Brooklyn Yacht Club, and was overhauled and altered. Under his command, the *Schemer* was considered good for anything in her class in that club. In 1875 Commodore Hall sold the *Schemer* to Vice-Commodore Lee, of the Seawanhaka Club, and under Mr. Lee's ownership her speed was still further increased, and she was considered one of the fastest boats of her class. A year ago, Vice-Commodore Lee sold the *Schemer* to her present owner, Mr. W. S. Alley. Her length, as given in the club, is 38.95 feet over all ; 37.17 feet on the water line, and 14.5 feet extreme beam. In the American yacht list her dimensions are stated as follows : Length over all, 39.1 feet ; at the water line, 36.4 feet, and extreme beam, 14.6 feet. In Manning's yacht list (1875) her length over all is put at 39.9 feet ; at the water line, 37 feet ; extreme beam, 14.8 feet."

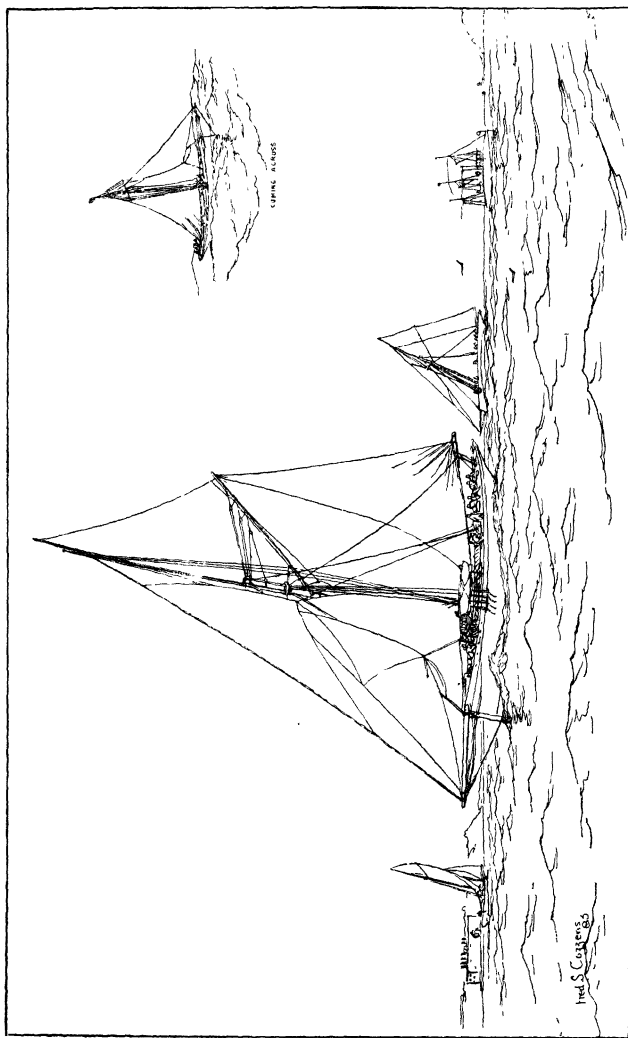
"The *Wave*, which is the other sloop selected by the club, was built in 1878, at the foot of Court Street, Brooklyn, by Cornelius Gorman, for Mr. John Dimon, of the Brooklyn Yacht Club. He ran her for a couple of seasons, and then sold her to her present owner, Dr. J. C. Barron, of the Seawanhaka Yacht Club. She is a fair sailer, but has never been accounted extraordinarily fast. Her dimensions are : Length over all, 41.3 feet ; on the water line, 38.7 feet ; extreme beam, 14.11 feet. On the whole, the two yachts selected fairly represent the prevailing type of American centre-board sloops. The *Madge* is a keel cutter, 46 feet 9 inches over all ; 38 feet 6 inches on the water line ; and 7 feet 9 inches beam. The Seawanhaka Club rule of measurement is extremely favorable to her, as the extreme beam is used as a multiple in calculating the area on which the allowance is based."

"Taking these figures as the dimensions of the *Madge*, and using the figures in the club book as the correct dimensions of the other two yachts, the allowances are exactly as follows: From the actual time of the *Madge* must be subtracted 42 minutes 58 seconds. From the *Schemer's* time must be subtracted 30 minutes 24 seconds, and from the *Wave's* actual time must be subtracted 28 minutes 43 seconds. In other words, the *Schemer* allows the *Madge* 12 minutes 32 seconds, and the *Wave* allows her 14 minutes 18 seconds. If the American boats win, handicapped to such an extent as this, it should set at rest the question of model for all time. To show how favorable to the *Madge* the Seawanhaka Club rule is, it may be stated that by the rule of the Atlantic Yacht Club, which is based on mean length alone, the *Madge* would have to allow time to both the *Wave* and the *Schemer*, and by the rule of the New York Club, which is according to cubical contents, there would be but a slight allowance either one way or the other between the three boats."

The foregoing descriptions of the three boats named will serve to demonstrate to my readers the difference between the two classes of boats, cutters and centre-board sloops—or "knife blades" and "skimming dishes," as they are now called in yachting vernacular. Although the *Madge* won most of the races for which she entered, the comparative advantages possessed by sloop or cutter is still a moot question, probably to be settled this coming September.

Numerous cutter yachts, large and small, have been built here by wealthy men, who have lavished money upon them without stint; and they have been brought

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STILETTO.

BEDOUIN.

GENESTA.

THE CHALLENGER—1885.

to the line in well-nigh perfect form. The best productions of Lapthorne have been imported for their sails, and the most skilful captains and crews, men accustomed to this style of boat from childhood, have been brought over here to sail them. But, so far, only two have been able to hold their own with the old American sloops, namely, the *Bedouin* and *Oriva*. The former has proven herself exceptionally smart for her kind. She is, however, a vessel of far greater proportional beam than the ordinary British cutter; being 15 feet 6 inches upon a water line length of 70 feet, while *Genesta*, the present challenger for the Cup, is but 15 feet upon a water line length of 81 feet, and she is wide for England, the *Galatea* being 15 feet beam, on a water line length of 86 feet.

Of course nothing can justify the general substitution of the cutter for the centre-board, unless they be proven to be the fastest boats; for they are much more expensive to build and not as suitable to the shallow waters of our harbors as the centre-boards. And I use the word cutter in its commonly accepted signification, because, of course, any shaped boat, if cutter rigged, may properly be called a cutter, as all brig-rigged vessels are brigs, etc.; but as now understood, boats of the type of *Oriva*, *Yolande*, *Muriel* *Bedouin* or *Wenonah*. If, however, they are the most speedy boats, cost is a minor consideration. Speed is the first requisite for a yacht, and the American yachtsman must have the fastest boat, get her from wheresoever he may. Next to speed comes safety, then beauty, then comfort; that is, in my estimation. Some put safety first, but experience shows that all are sufficiently safe; the percentage of accident in yacht sailing

being so small as not to be worth considering, and I think that the little spice of danger attending the sport is one of the charms of yachting. If I could see any fun at all in sailing on a steam yacht, it would be the thought that at any moment the boiler might "bu'st" and blow all hands sky high.

The question of safety is not worth considering by any true yachtsman.

What the pending contest for the *America's* Cup may prove, as to relative speed of centre-boards and cutters, I cannot tell ; but it is a good thing that there should be a gage of battle always present, such as the *America's* Challenge Cup, by which yachting supremacy may be tested. I have already shown the effect of defeat in England, and I have also shown the effect of the *Madge* victories in this country. Defeat is not the worst thing that can happen ; it is medicinal and healthy in its result, and this must console us, if we are beaten in the approaching contest.

Every season since *Madge* made her appearance there have been rumors that some one of the owners of the large cutters on the other side would challenge for the *America's* Cup ; but it was not until December 20, 1884, that a challenge was actually received. On that day Mr. Minton, secretary of the New York Yacht Club, received from Mr. Beavor Webb, the designer of the cutters *Genesta* and *Galatea*, owned respectively by Sir Richard Sutton and Lieut. W. Henn, R. N., a notice of their owners' intention to challenge for the *America's* Cup.

The club, however, not having received an official challenge from the Royal Yacht Squadron or the Royal Northern Yacht Club, of which clubs the owners of the

Genesta and *Galatea* are members, could take no action until February 26, 1885, when the official challenge on behalf of Mr. Webb was received by cable. He proposed that *Genesta* should race first, and named between August 20th and September 1st as dates of race, in the event of the New York boat winning, that *Galatea* would race before September 16th. This proposition being agreed to, the New York yacht must win twice to keep the Cup, while the British challenger has only to win one or other of the two races. Mr. Webb also asked for a series of three races over the same course, and that to be outside of Sandy Hook ; the time allowance to be the mean of that of the New York Yacht Club and the Yacht Racing Association of Great Britain. He also desired to have the American yacht named some time previous to the day of the race. He asked the club to name as its referee Mr. George L. Schuyler, and named on behalf of the challengers Dr. J. M. Woodbury, of the Seawanhaka Corinthian Yacht Club.

The challenges were promptly accepted, and Messrs. Philip Schuyler, J. F. Tams, C. H. Stebbins, Jules A. Montant and Joseph R. Busk were appointed committee with full power to make all arrangements for the races.

On March 10th, the committee cabled Mr. Webb, that the right to six months' notice in the case of *Galatea* would be waived, conditional on result of *Genesta's* race, that is, if the club still held the Cup at the conclusion of the first race, it would accept *Galatea's* challenge and waive six months' notice.

The committee also notified Mr. Webb by mail, on this same date, that they agreed to three races, to take place some time between the 1st and the 16th of September. The courses proposed were : 1st, over the

regular club course ; 2d, over a triangular course, outside of Sandy Hook ; and 3d, twenty miles to windward (or leeward) from the Light-ship, thus giving the cutter two outside races, on a course confessedly more favorable to her than the regular club course.

The committee proposed seven hours as the limit to the race. This is rather in favor of the American boat, the cutter being the best in extremely light airs, and it requires a breeze to bring the yachts to the finish in seven hours. As to measurement, the committee informed Mr. Webb that the rules of the N. Y. Y. C. could not be changed, and suggested that they were sufficiently favorable to his boat.

They agreed to name their representative yacht one week prior to the first race, but with the right to substitute another boat, if from any cause the first named should be disabled previous to the start. Both the American and English boats are to be allowed time to repair, in case of accident. The committee accepted Mr. Schuyler as their referee. As to the *Galatea*, they agreed to sail her, as I have stated above, within a reasonable time after the first race in the event of the *Genesta* failing to capture the Cup.

Mr. Webb replied, under date of April 9th, asking on behalf of Sir Richard Sutton, that the matches be sailed as soon after September 1st as possible ; also that on account of the great draught of the cutters, the course should be laid down on the channel side of all buoys. He enclosed a sketch of New York Bay with the desired course indicated on it.

Mr. Webb asked also, that the first two races should start from Sandy Hook Light-ship, and restated his former request as to time allowance.

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The committee, under date of April 27th, acceded to the request to sail the races at an early date in September, and informed Mr. Webb that in the sketch of the bay sent by him, there were a number of buoys which have no connection with the channel, or which no longer exist; and that the regular club course had been raced over for years by the deepest keeled schooners of the club, without objection. They sent him a correct chart of the bay and maintained that the race over the club course should be one of the first two races sailed, leaving the choice of day to Mr. Webb.

The committee also adhered to the time allowance of the New York Club, and they requested Mr. Webb, in case he acceded to their views, to telegraph the word "settled" to them. Then the committee sent to the secretaries of all United States Yacht Clubs, the following circular letter:

"NEW YORK, *May* 13, 1885.

"A series of races under the auspices of the New York Yacht Club, will take place in the latter part of June or early in July. These races will probably be completed within the period of one week. They will be open to all single-masted vessels of not less than 60 feet in length on the water line, belonging to any duly organized yacht club in the United States, with the condition that any vessel taking part therein shall be subject to selection by the committee in charge as the representative of the New York Yacht Club in the coming races for the *America's* Cup, the committee reserving to themselves the right of forming their own judgment as to fitness for the purposes in view, irrespective of the actual result of the races."

"The dates of these races will be fixed as far as possible to suit the convenience of those taking part in them, and owners who intend to enter their vessels are requested to place themselves in communication with the committee as soon as possible, by addressing the secretary of the committee, Mr. Charles A. Minton, New York Yacht Club House, No. 67 Madison Avenue, New York City."

May 19th, Mr. Webb telegraphed that he desired to refer the question of time allowance to the referee, and on the next day the committee cabled a refusal.

Then Mr. Webb cabled that he regretted the declination of the committee to refer, and would write. On May 25th, the committee cabled that it would recede from its position and would submit the matter to Mr. George L. Schuyler; and on the same date, the committee wrote to Mr. Webb explaining its reluctance to submit to the referee a question *involving the actual terms of the race* and not the interpretation of those terms.

May 27th, Mr. Webb again telegraphed, asking that the whole correspondence be submitted to Mr. Schuyler, and that his decision be considered final. This was done accordingly, and Mr. Schuyler's decision was as follows:

"I have examined with care the correspondence between the committee and the challengers for the *America* Cup. Having agreed upon all other details, except as to allowance of time, the question is referred to me whether the committee should, at the request of the challenger, make any deviation from the New York Yacht Club rule of measurement."

"This rule is to govern if the parties should fall back

upon the single race over the regatta course, to which the challenger is entitled by the deed of gift; and as the relative sizes of the contestants are at this time unknown, it would be difficult to name any change in the nature of a compromise which would be satisfactory."

"In my opinion, the committee is fully justified in the conclusion they have reached—namely, that in a race for the *America* Cup, whatever terms may be mutually agreed upon in other respects, the time allowance should be made according to the rules of the club in possession."

"GEORGE L. SCHUYLER."

The committee notified Mr. Webb that Mr. Schuyler's decision had been mailed to him, and under date of June 9th, Mr. Webb writes, expressing his satisfaction that all details have been satisfactorily arranged, and informs the committee that the *Genesta* will shortly leave for America. To this the committee replied, promising to Mr. Webb and the owners of the *Genesta* a hearty welcome on their arrival in this country.

The general opinion when these challenges were made public was that there was no centre-board sloop in America of sufficient length to match against either of these craft with reasonable certainty of success, and that it would be necessary to build one. Following the general assent to this idea, came propositions of every conceivable kind, and models without number—some very beautiful by the way—were sent in to the New York Yacht Club. Although the club is an association of wealthy gentlemen, it could not afford to spend all its millions on yachts, especially as the sloop required was larger than any one wanted for ordinary yachting, and

would be of little use after the race for the Cup was over, unless her rig was changed.

The flag officers of the club, Messrs. James Gordon Bennett and William P. Douglas, at once gave Mr. A. Cary Smith, one of the most successful designers of yachts in this country, an order for a centreboard sloop of about the length of *Genesta*, and as a result of their enterprise the *Priscilla* has been built under Mr. Smith's personal supervision. She is entirely of iron. Her dimensions are: length over all, 94 feet; on water-line, 85 feet; beam, 22 ft. 5 in.; draught, 7 ft. 9 in. She was built by the Harlan & Hollingworth Company at Wilmington, Delaware, and rigged in this city.

In a series of informal trials with the sloop *Mischief* the *Priscilla* is said to have beaten that racer twenty-five minutes over the New York Yacht Club course, and I think I may say confidently that the boat that can do that can beat *Genesta*.

Soon after the laying of the keel of the *Priscilla* it was announced that members of the Eastern Yacht Club of Boston had determined to build a centre-board sloop in that city from a design furnished by Burgess Bros.; this idea has been carried out and the *Puritan* is the result. She is of wood, and built by George Lawley & Son at South Boston; she is 93 ft. over all; 80 feet water line; 23 feet beam; 8 ft. 2 in. draught.

The *Puritan* sailed in the regular regatta of the Eastern Yacht Club, June 30th, having as class competitors the Cutter *Ileen*, centre-board sloop *Thetis*, and keel sloop *Huron*. None of the boats named, however, have any great reputation for speed. The course was a triangular one, the sides of the triangle five miles long, and it was sailed over twice. One leg was before the

wind, the second a reach, and the third dead to windward. The *Puritan* easily distanced all of her class competitors, the cutter *Ileen*, which came nearest her, being beaten about a half-hour.

Over the same course, however, were sailing the schooners *Fortuna*, *Gitana*, *Mohican* and *America* (the original winner of the Cup); the *Fortuna* was the best of these. And although eleven feet longer than *Puritan*, the sloop beat her over thirteen minutes. Considering that two-thirds of the course was reaching or running, this was a good piece of work for the sloop in her maiden race, and stamps her as exceptionally fast.

It must be remembered, however, that in Great Britain, schooners are rated at three-fifths of their actual tonnage and are given time allowances in races with cutters, and had the *Fortuna* received the allowance which she would be entitled to under English yachting rules it would have materially lessened the victory of the *Puritan*.

On July 9th, the four schooners above named sailed a sweepstakes twenty miles to windward and return. The *Puritan* was not entered in the race but started behind the schooners and had to sail what is called a "leeward race"; that is, she had to give way on all occasions to the schooners; nevertheless she got out to the weather mark full five minutes in advance of *Fortuna*, the leading schooner, and having hove to and witnessed the turns of all the other racers she started in after them and beat them all to the finish line.

In estimating the value of this last performance, we must take into account the fact that these keel schooners are not the fastest of that rig in our fleet. We have *Montauk*, *Grayling*, *Madeleine*, *Palmer*, *Columbia*, etc., all of which would probably lead *Fortuna* in ordinary

racing weather. Even the *Montauk*, the best of the schooners I have named, was beaten by the cutter *Bedouin* last season in the race for the Bennett Cup from Newport to Vineyard Haven.

“The cutter *Genesta* was built at Partick on the Clyde by the Henderson Brothers, and launched in May, 1884. She is of composite build—that is, with steel frame and elm and teak planking. She was built for racing, pure and simple, and her rails are very low. She was designed by Mr. Beavor Webb for her present owner, Sir Richard Sutton, of the Royal Yacht Squadron, and is 90 feet long over all, 81 feet on the water line, 15 feet extreme beam, 11 feet 9 inches depth of hold and 13 feet 6 inches draught of water. Her Thames measurement is eighty-one tons.”

The *Genesta* was a success from the first—something which does not often happen. Indeed, it is a rare occurrence for a yacht to attain her maximum of speed during her first season. Whether the *Genesta* has or not, cannot yet be told, but she certainly proved herself to be the best “all-round” boat—that is, good under all conditions—in the British fleets last season, and at its close only one yacht, the *Tara*, surpassed her as a prize winner. She started thirty-four times, and won seven first and ten second prizes, or seventeen in all, while the *Tara* started thirty-five times and won nineteen first and four seconds, or twenty-three in all.

The *Genesta's* first race was at the regatta of the New Thames Yacht Club, May 31, 1884, the course being from Southend to Harwich, the wind a fresh whole-sail breeze. It was a close race throughout, and at the end the *Genesta* got the first prize, with the *Vanduaara* only 2 minutes 55 seconds behind her.

Her second race was on June 2, 1884, at the regatta of the Royal Harwich, over a fifty-mile course, with a good breeze. She once more finished at the head of the procession.

The *Genesta* tried it again on the succeeding day at the regatta of the same club, and the race also tried her, and proved conclusively that she was one of the best sea boats in the racing fleet. The course was from Harwich to Southend, and there was a fresh easterly wind and a nasty jump of a sea, and the *Genesta* came home a winner by over two minutes, the schooner *Miranda*, the fastest two-sticker in British waters, coming in second.

The next day, June 4th, she was at the line again in the match of the Royal Thames Club, over a forty-mile course. The weather was exactly opposite to that of the previous day, the wind being light from the north-east. The new Clyde wonder showed that she was just as good to windward in a light air as she had shown herself the day previous in a fresh breeze, and at the weather mark she was fifty-five seconds ahead of *Marjorie*, heretofore considered the fastest light-weather boat in all England.

The *Marjorie* and the *Vanduaara*, it will be remembered, had, in the previous year, both been spoken of as possible competitors for the *America's* Cup. The *Genesta*, however, did not win this time, for the thing ended in a "fluke." The wind died out, a thick fog shut down, and the tide had to do it all. The *Marjorie* drifted in ten minutes ahead of the *Genesta*, and the third competitor was not timed at all.

She tried it again in the Royal Thames matches, the course being from the Nore to Dover, the schooner *Miranda* again taking a hand in. The course first was a reach,

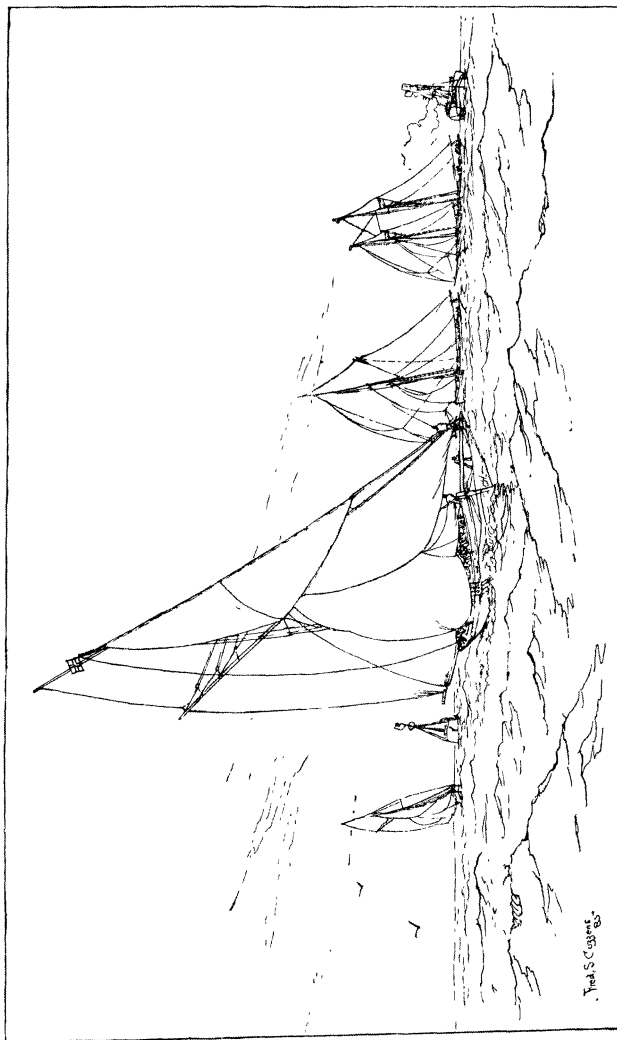
the wind light and abeam, and this, it may be said, is the *Genesta's* weakest point. In the second mark there were four boats ahead of her. But now there was some weather work, and this the experience of the season demonstrated is this cutter's strong hold. In a breeze strong enough to make the *Miranda* hoist her foretopmast, the *Genesta* once more captured a first prize.

June 9th the *Genesta* sailed a most trying race, the wind being very unsteady—one moment a lower sail breeze, and, a half-hour afterward, flat calm. It was the regatta of the Royal Cinque Ports Yacht Club, and the course was from Dover Wick around the Varne buoy and South Sand Light-ship, and repeat. She led at the end of the first round by fifty-one seconds, and at the finish she was eight minutes ahead of the yawl *Lorna*, but had to yield first prize to her on allowance for rig.

Next day she went across the channel from Dover to Boulogne for the Dover Town Cup of £100. It was a run clear before the wind to the French coast, and then the wind hauled, so that the boats could lie their courses to the finish. At this work the *Genesta* beat the other cutters with all ease.

There is no need to follow her all through the season. After achieving these triumphs in the English Channel she started north, making one in a match of the Mudhook Club on the Clyde, July 1st. In this race she was sailed by her designer, Mr. Beavor Webb, who now challenges on behalf of her owner for the *America's* Cup. The *Genesta* finished second to a big yawl, being but three minutes behind at the finish.

During the races in Scotch waters, for nearly the whole time she was there, there were light and baffling winds, and under those circumstances the *Genesta* does not show



MIRANDA.

TARA.

GALATEA.

IN RESERVE.

at her best. She next aired her muslin in Irish waters, sailing a match in Belfast Lough in the Royal Ulster regatta, and afterwards in Dublin Bay in the Royal Alfred, and so she continued her victorious march down the St. George's Channel and across around the Land's End to the English Channel ports again, sailing July 31st in the match of the Royal Western Club at Plymouth, and on August 9th, at the Royal Southampton for the 100-guinea challenge prize. Her last race of the season was sailed August 29th in the Royal Dart regatta, at Dartmouth, where she had against her *Irex*, *Marjorie*, *Tara* and *Lorna*. There was a stiff breeze during all this race and the *Genesta* was overpowered by size, the *Irex* and *Lorna* beating her. She, however, took third prize, which was better than being in the ruck.

Genesta supplemented this glorious racing record by a twenty-four day passage across the Atlantic. Leaving Queenstown on June 22d, she arrived at Sandy Hook on July 16th. She had good luck in her voyage across, the wind being from the eastward much of the time. She only encountered one gale, and that of brief duration. She did not cross the ocean under racing rig, but made the run under a jury rig, that is a mast and bowsprit two-thirds the length of her racing spars, and a small mainsail.

Lieutenant Henn's boat the *Galatea* is, as has been stated, a *this year's* boat, almost as untried as either *Priscilla* or *Puritan*. She is 100 feet over all; 86 feet water line, 15 feet beam, 13 feet 3 inches deep, and 13 feet 6 inches draught. She has started in several races this season, sailing against the boats which went against *Genesta* last year, but has not proved as successful as her owner had hoped for. Her first appearance was May

30th, at the match of the New Thames Yacht Club, having a lot of good ones against her, and of her performance the London *Field* said: "The new *Galatea* hardly showed the speed, reaching and running, expected of her, and in the short burst 'by the wind' she seemed crippled by her weight of spars." Nevertheless she finished at the head of the line, *Irex* second, the yawl *Wendur* third. *Galatea* took second prize.

Next day, at the Royal Harwich, she finished third, *Irex* and *Wendur* being ahead of her. She sailed again next day, and again finished third, *Marjorie* and *Irex* being ahead and *Wendur* behind her.

On June 9th, at the match of the New Thames, *Galatea* finished fifth. On the previous day she had raced and came in third; she was fourth again at the Royal Thames Channel match June 13th.

So, then, it is evident that *Galatea* is good, but not too good. In later matches she has not started, and whether, under the circumstances, Lieutenant Henn will think her good enough for a trip across the Atlantic is just now matter of doubt.

What the issue of the coming contest will be, it is of course impossible now to foresee. The Cup has been defended in a sportsmanlike manner for thirty-four years, and if it is lost in the pending contests with the *Genesta* and *Galatea*, it will not be because the New York Yacht Club have not made liberal and manly concessions to the challenging yachts. The *America* won the cup from a fleet of the best boats in the English waters. Concession after concession has been made to the requests and suggestions of subsequent challengers by the New York Yacht Club, until now the trophy is to be contended for "boat against boat" in three races, two

of which are to be "outside," over courses which the challenger claims to be most favorable to his yacht ; and if the *Genesta* is beaten, he has still another chance with the *Galatea*. If "a match well made is half won," the Englishmen have nothing to complain of in the terms of the race. Cutters of the present great size have been the result of successive years of growth, foot by foot development, in Great Britain. On this side of the Atlantic, the schooner rig, from its superior handiness, has been preferred ; and until recently, little if any progress has been made in designing sloops, so that *Puritan* and *Priscilla* may be regarded as experiments. Taking all these facts into consideration, if the Cup is retained at the close of the races in September, *as I think it will be*, we will have won a glorious victory.

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